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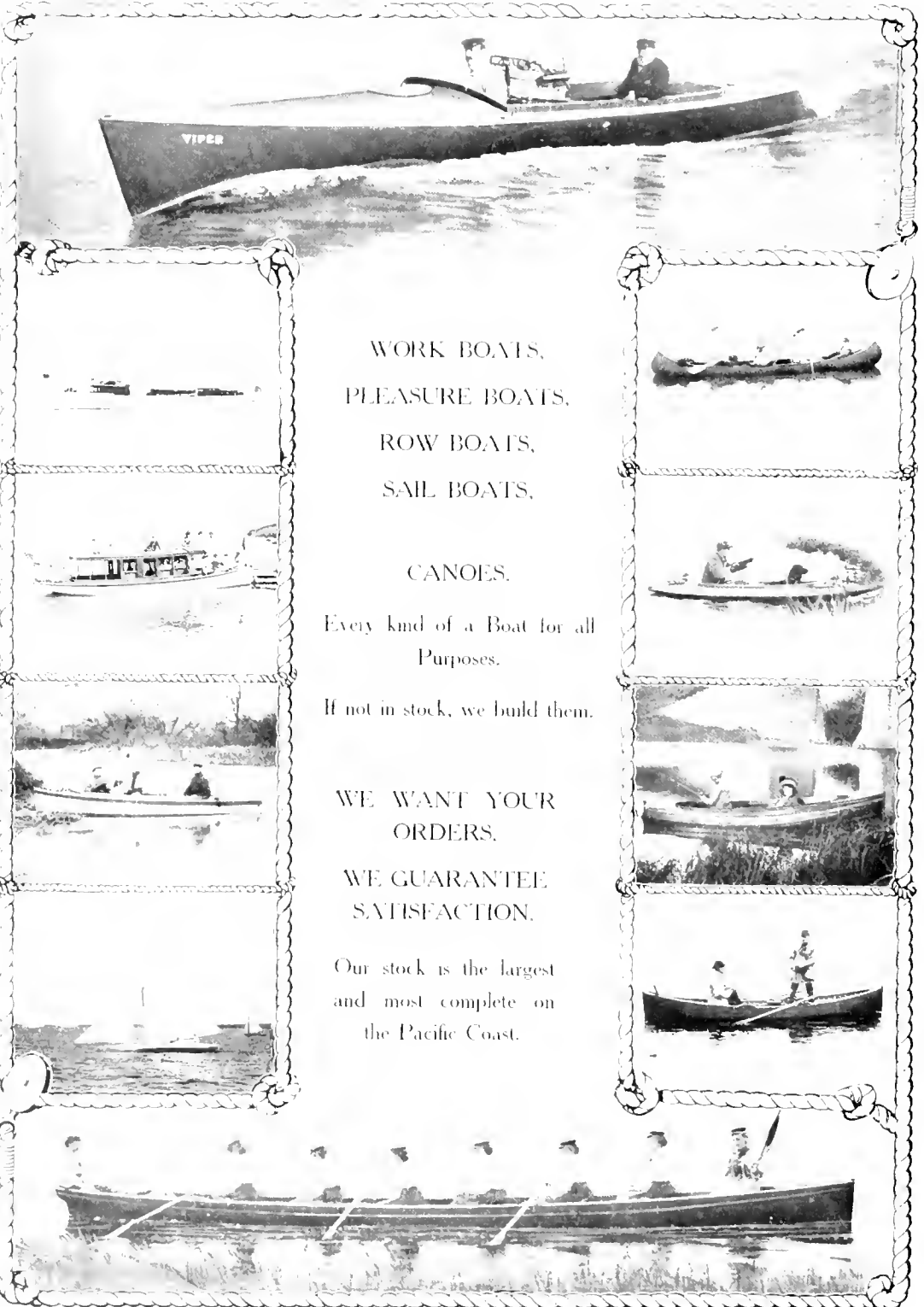
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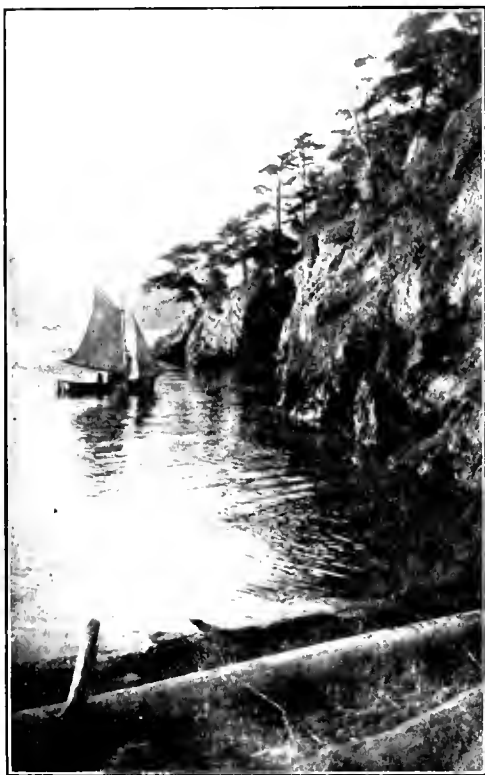
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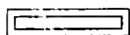
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THE VALDEZ-FAIRBANKS TRAIL

Illustrated with 100 Photographs.

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EDITOR'S NOTE: Owing to delays in the drafting of the maps that are a part of this volume, the map appears later in the year than was at first intended. Particular pains has been taken that not only is the map in the book that is not absolutely accurate. The greater portion of space given to photographs is occupied by actual pictures are the truest descriptions of any section of country. The majority of the photographs used are summer scenes, as they are more typical of Alaska than the many snow scenes that are found in books regarding the territory. It has been impossible to give credit for every photograph, but credit and thanks is here given for the use of photographs from the following artists: H. C. and Rebecca Parsons, Nowell, Nome and Seattle, Hunt and Cantwell, Valdez.

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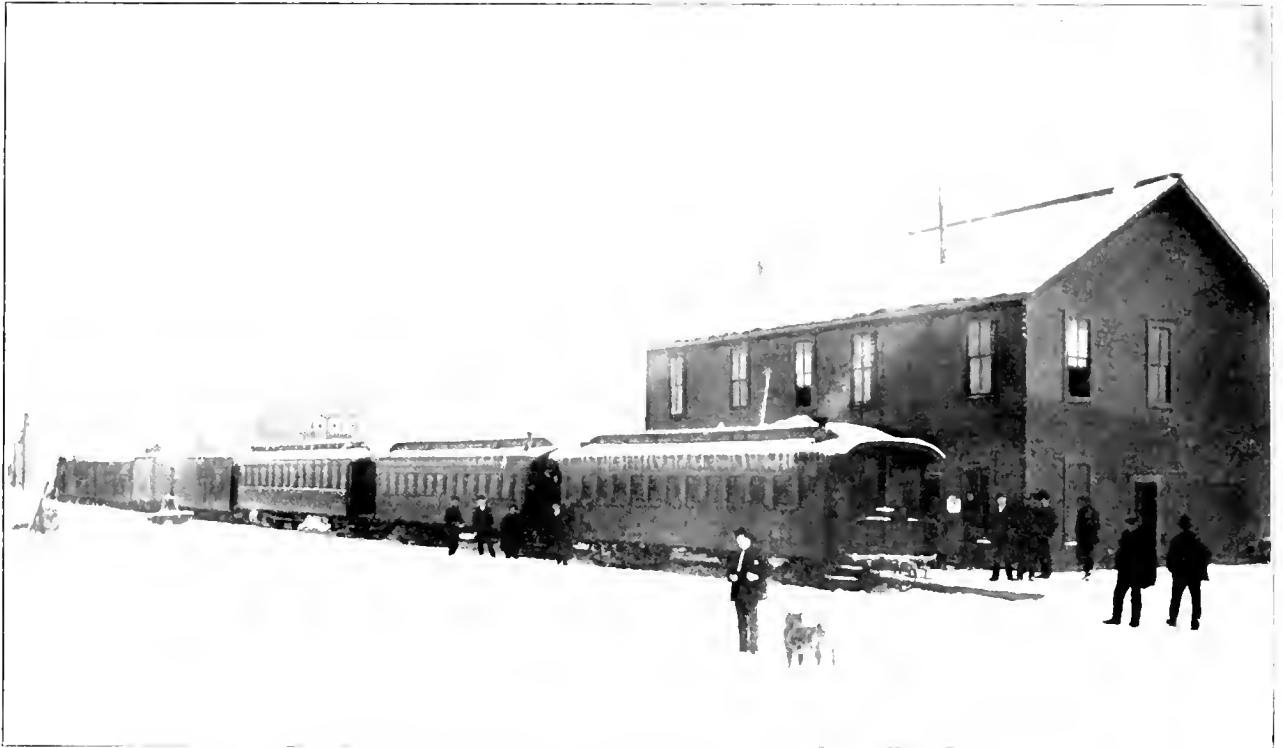
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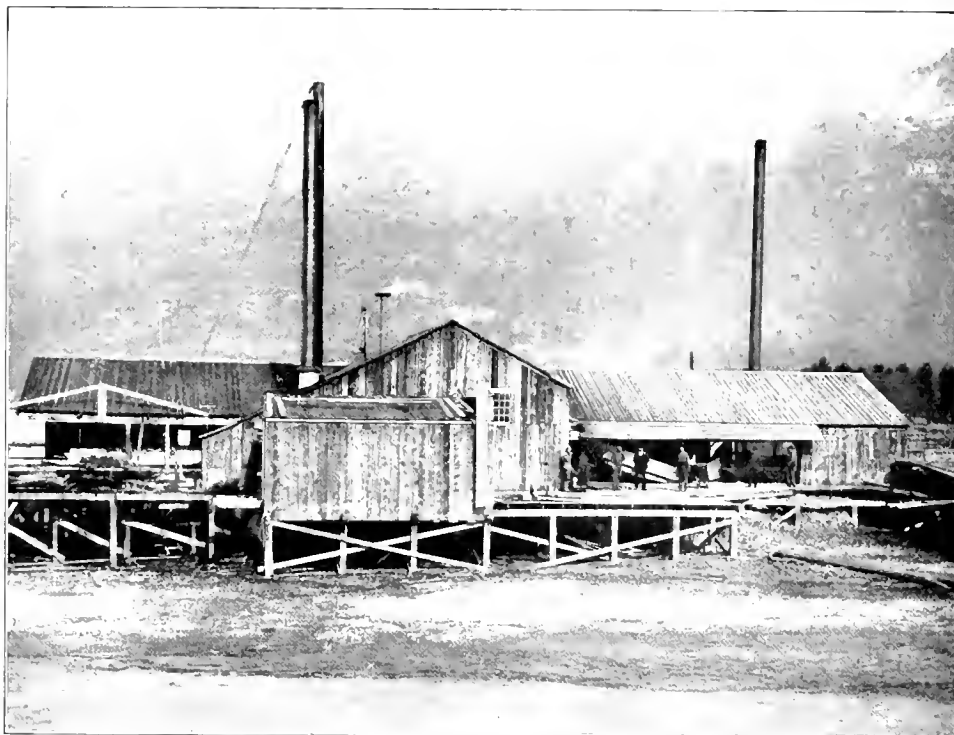
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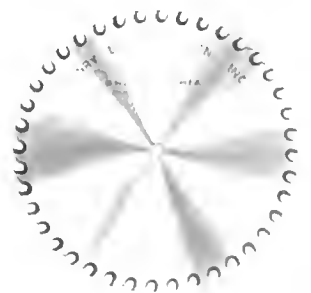
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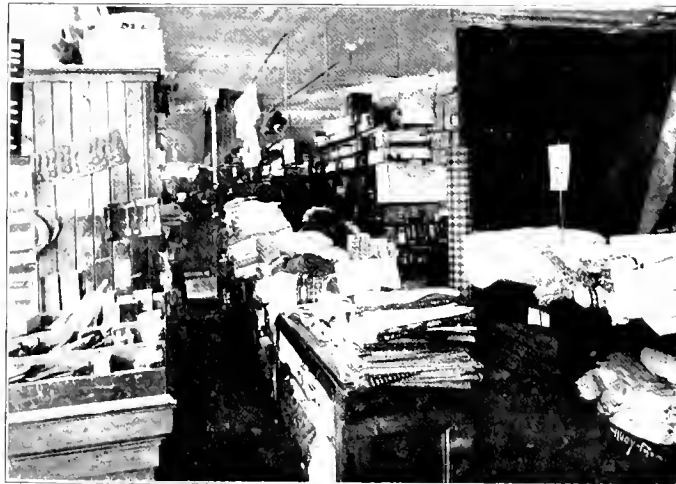


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THE "GREAT COUNTRY"

By HON. WALTER E. CLARK, Governor of Alaska



It is impossible to speak of Alaska without a prodigal indulgence in superlatives. Within little more than a decade this vast northern empire has been converted from a wilderness into a district where the comforts and even the luxuries of civilization decidedly overbalance pioneer hardships. It has become a white man's country, with all that that implies. The "Great Country," as the Eskimo in unwitting prophecy named the territory washed by the Bering Sea, has indeed merited its appellation; it is great in a far more ample sense than that implied in the Innuvit designation.

With its gold production steadily holding up; with its rapidly developing commerce and local industry; its enormous deposits of copper and coal; its splendid system of government roads; its adequate cable service, and its chain of lighthouses along the coast, Alaska merits every proud boast made in its favor.

In gold output alone the territory has more than justified its purchase by the far-sighted Seward. Its contribution in gold to the United States mint alone amounts to more than 17 times its purchase price. The copper and coal deposits and the other fundamental resources bared to the world by the hardy pioneer of the North, are of such gigantic proportions that it is impossible to measure their value in ordinary terms of speech. That copper is destined to become as potent a slogan of Alaska as gold has been, is the opinion of many of our shrewdest commercial prophets. It is not at all an exaggerated forecast in this connection to assert that Alaska will soon prove to be the world's greatest storehouse of copper.

The wealth and promise of Alaska cannot, however, be entirely estimated in terms of ore production. Its pioneer age has been an ore age. Thus far Alaskans have been too busy with gold to pay much attention to developing the country's other resources. It is, however, certain that a country with an

area one-fifth as large as that of the United States and with resources proportionately varied, will not long confine its entire energies to mining. Alaska possesses in prodigal supply those essen-

yet been practically untouched, is too evident to need comment.

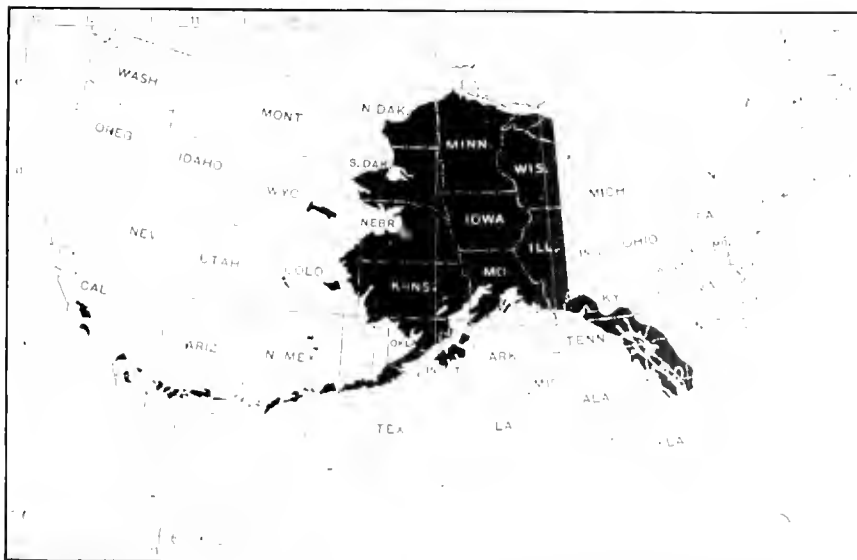
For the application of the conservationist's creed, Alaska offers an undespoiled field. Profiting by our experience in this connection in the States, we may develop this northern territory with a clearer vision as to the needs of future generations. We may get better highways, and get them more quickly. We may build railroads without surrendering valuable land grants. We may prevent monopoly in the establishment of mines. And we may carry on the lumbering industry without the gross waste and deforestation which has too frequently characterized lumbering operations in the States.

A forecast of Alaska's future, predicated upon the territory's phenomenal development in the past, can only be outlined in the most glowing terms. Of material progress there can be no doubt. As to its social and political trends there is more room for speculation. It is a vast country; it will have many problems to solve and its men will have many grave issues to decide. That these decisions will for the most part directly and materially aid toward the proper upbuilding of this "Great Country" is assured by the character of its people—a virile, courageous and energetic breed of men.



Photo by F. H. Snell
Hon. Walter E. Clark

tials of human activity,—coal, timber, and unlimited water power for manufacturing; fisheries and mines, and, to no inconsiderable extent, arable soil. Opportunity in this virgin land where these sources of vast wealth have as



Map Showing Comparative Size of Alaska



Photo by P. S. Hunt

Where the Trail Meets the Sea - Valdez Harbor



Photo by Huey

The River Front, Fairbanks



ALASKA'S MOST VITAL NEED

By JUDGE JAMES WICKERSHAM, Delegate to Congress from Alaska



ALASKA is at that critical stage of its growth where the furtherance of its commercial greatness, and the harmonious activity of its people is dependent upon the establishment of some form of autonomy.

Those details of legislation designed to encourage and safeguard the inhabitants of the territory in the pursuit of interests accordant with the common welfare cannot be satisfactorily decreed by a congress whose members are, and have always been, patently unfamiliar with the peculiar needs and conditions of our vast Northern domain. Only men who have lived in the territory, who have adequate first-hand knowledge concerning the country, who are familiar with its urgent needs and appreciate its critical situations, are qualified to frame just legislative measures applicable to Alaska. For forty years Alaska's development has been retarded and handicapped by the inadequate legislative measures imposed by a congress sitting thousands of miles outside its boundaries. The National Assembly has been particularly dilatory in regard to Alaskan affairs, and it will one day be the shame of the United States that its interests in its northern frontier territory was of such grossly negligent character.

With a white population of 50,000, with dozens of permanently established towns and with a variety of well-defined industries no longer directly dependent upon the depth of the local gold pockets, Alaska has reached the point where some form of self government is not only justified, but imperative.

Complete territorial government is the most vital need of Alaska today.

The constitution of the United States should be extended to its northern territory. An organic law should be framed providing for an elective territorial legislature, consisting of the usual upper and lower houses, with a limited membership and with its powers carefully limited so that no territorial indebtedness could be incurred nor county government inaugurated; with a fixed limit on its powers of taxation, and such other



Photo by F. H. Newell
Judge James Wickersham

restrictions as would insure the territory a sufficient though inexpensive form of self government. Alaska, in a word, should be treated as all other American territories have been treated in the past.

The pioneers of the North have as much right to autonomy as have the alien races of the Philippines and Porto Rico, who have their own legislative assemblies with members elected by their own people. Why should this privilege be denied to the most characteristically American of all our territories?

In no section of the United States proper, or in the world, for that matter, is there a finer democracy than that which obtains in the average Alaska community. Nowhere is there exemplified a finer sense of justice and fair dealing than that to be found in the daily intercourse of these northern frontiersmen. Alaskans do not make much acclaim regarding democracy. They practice it instinctively.

Just as there are a great many current misconceptions about Alaska's physical conditions, so there are many mistaken notions entertained by outsiders regarding the moral and intellectual caliber of its citizenship. This is to be ascribed chiefly to the influence of a popular type of fiction dealing with the North, in which the worst element of the territory has been given undue prominence, in which the criminal and the "bad man" has been represented as the typical Alaskan. To disabuse the public of this erroneous conception, it may be stated that widely respected men who have had a lifelong experience in mining camps and frontier settlements agree that they have never seen elsewhere the high qualities of manhood usually found in Alaskan communities. It is the consensus of opinion among men qualified to judge, that these men are the most law-abiding people in the world.

It is because of the intelligent, persistent struggles of self-respecting men of this stamp that the development of Alaska has been so marvelously advanced within the past ten years; that it has been so much more rapidly opened up than was the case with former territories, despite every handicap they have had to overcome. It has been stated that ten per cent of the white Alaskans of today are college-bred men. Certainly their intelligence is above the average. Their energy and courage is proverbial. Their manhood of the broadest gauge.

They deserve more encouragement in their pioneer activities than they have thus far been accorded at the hands of the Congressional body.



Hauling Heavy Loads on Government Built Highways



Photo 5. P. S. Hunt

Valley Fairbanks Wagon Road North of Fairbell



Photo 6. P. S. Hunt

Valley Fairbanks Wagon Road Approach to Keystone Canyon



BUILDING OF VALDEZ-FAIRBANKS TRAIL

By MAJOR W. P. RICHARDSON, U. S. A., President Alaska Road Commission
Being a copy of his report to the Secretary of War for the year 1909



ON the close of last season's work the Board, basing upon its experience of the previous three years' work and upon a personal inspection of the overland route from Valdez to Fairbanks, made up a special estimate of funds for the improvement of this route for

general summer travel by wagon or buckboard, together with additional amounts needed to complete the Chilkat road and certain other roads and trails having military and postal uses. This estimate amounted to \$350,000.00 and was approved by the Secretary of War and appropriated by Congress, with, however, the understanding, and assurance of the President of the Board to the Military Committee of the House, that the amount would be sufficient to carry through the improvements proposed and obviate the necessity for a further appropriation at the next session of Congress, 1909-10, in order to make the work continuous through the two seasons.

Anticipating favorable action upon the estimate preparation was made in the early winter looking to the most economical method of expenditure and best results obtainable under the conditions, from the appropriation, which preparation embraced the purchase of additional animals and equipment and the shipment by sled over the winter road from Valdez of tools, forage, rations and other supplies, for distribution along the route for use during the open working season of 1909.

To properly supervise this winter work, the office of the Commission was transferred by orders of the War Department from Skagway, where it had been since the organization of the Board, the Coast terminus of the overland route. The transfer was made in February, and the shipment and distribution of supplies was carried out successfully, under the supervision of Lieut. Orchard, disbursing officer of the Commission, and the immediate direction of Mr. J. H. Ingram, superintendent of the Valdez district. The engineering officer was occupied more particularly during the winter in examining the winter conditions and needs for improvement on the road from Valdez as far as Fort Gibbon and later in the Kenai peninsula.

Summer Construction Work.

The season for work in the field opened rather late, but with everything in readiness for an active summer. On the Valdez-Fairbanks route 19 separate working crews were located; each crew consisting of foreman, cook, 2 teamsters and from 20 to 25 laborers, with a wagon and 4 to 6 horses, for moving camp and hauling timbers and camp supplies. Plows and scrapers were used wherever practicable, although the greater part of the work, being in a broken and rocky country, or through brush and timber swamp, had to be done by hand with pick, mattock and shovel.

Unfortunately for the plans of the Board, about the middle of summer an almost unprecedented rainfall set in throughout the interior, which, added to the already high water from the melted snows and glaciers of the mountains, resulted in flooding the streams, washing and delaying the work all along the line and partially destroying one of the most

ing parties were driven from the field on account of deep snow about three weeks earlier than would usually happen.

Discouraging as were these unusual conditions, in a country where the working season is extremely short at best, mention of them here is made only as a matter of justice to the Board in relation to the cost of the work. It was impossible to accomplish as much as had been hoped for, and the loss to the Board by destructive floods and the increased cost of new work, with the delays incident thereto, will probably amount to at least \$75,000.00, or more than 20 per cent of the estimated cost.

However, a great deal of important work was completed. The entire route was gone over, with the exception of about seventeen miles, in disconnected sections, most of which, however, are passable, but which had to be left unimproved on account of the approaching winter. These unimproved sections embrace a section between Tonsina and Copper Center, very soft,—some short stretches of swamp between Copper Center and Gulkana and seven miles over what is known as the Dome on the lower Delta.

Summer Travel

Travel on foot and horseback was continuous over the route during the past summer, and two droves of cattle and a drove of 1,300 sheep were taken over. The "going" was bad, on account of the heavy rains and new work in progress, as might be expected, till near the close of the season.

It became generally known before the beginning of the season's work, that an appropriation of \$350,000 had been made by Congress for the construction of military and post roads in the Territory, and that the plans of the Road Commission were to expend the principal part of this amount in improving this overland route for summer travel by wheeled vehicles.



Photo by E. H. Nord.
Major W. P. Richardson, U. S. A.

important and expensive of the bridges erected by the Commission, in 1906, at an original cost of about \$20,000.00. This bridge spanned the Tazlina River, a dangerous glacier stream, and it was not possible to replace the portion carried away during the summer. This period of rain was followed, after a brief period, by an early winter, and some of the work-



Alaska Road Commission. Team over Swamp. Alaska.



Building a Stream near Valdez

and to push the work as rapidly as possible. This information, being freely discussed and reflected upon, became converted presently into the apparent belief, in many persons' minds, that the road was already completed with the opening of summer and should be in good condition for travel. This curious fact might be interpreted into an indirect compliment, in the first instance, to the capacity of the Board for accomplishing things, but it resulted later in much needless abuse of the road and criticism of the Commission's methods; notably, though unexpectedly so, in the case of some members of the Signal Corps engaged on the work of improving the military telegraph line along the route. The people who have spent some time in Alaska thoroughly understand the conditions in respect to this work, but to prevent a wrong impression in the minds of others it seems necessary to again repeat here that the roads and trails so far constructed in the Territory are, with few exceptions, of a pioneer character, and their value should be measured against the conditions of a few years ago, which still exist over a greater part of the Territory, rather than in comparison with what are now known as "good" roads in the states.

The Valdez Fairbanks road has not been constructed with a view to heavy traffic in summer, nor for the comfortable use of automobiles. This will be appreciated when it is explained that the whole amount spent on the road, including location and maintenance, since its beginning as a dog team trail, for both summer and winter travel, is approximately \$650,000, excluding cut-offs for winter travel only, or about \$1,700 per mile. In sections of rock and gravel side-hills cuts the construction of a passable route for wheels meant necessarily the building of a substantial road, but in many long stretches the surface material is the only natural soil of the locality, with pole or brush corduroy underneath to give support in swampy places. Such sections naturally become cut up and muddy with much traffic in rainy weather, which condition is made

worse on account of the narrowness of the road, which was necessary for reasons of economy.

Present State of Development

The present state of the road is a development in response to the needs of the country, as far as possible, with the funds at the disposal of the Commission. The needs have been: first, a trail over which mail could be safely transported by dog team or single horse sled in winter and for foot passengers and pack animals in summer, with the bridging of dangerous streams and impassable swamps; second, a double or four horse sled road for mail, passenger and express traffic in winter; and third, the present condition of the road for general light wheeled traffic in summer. The next step in its development will be, if funds become available, to widen it throughout, improve the grades, increase and perfect the drainage by further ditching, with additional culverts where necessary to carry off the water. Good drainage, a most important factor in all road construction, is nowhere more necessary than on the one here described. All this work can now be done rapidly and at reasonable cost, and a really excellent country road completed in a few years, which will require only a small annual expenditure thereafter for repair and maintenance.

This route (about 285 miles in length, omitting a few cut-offs for winter travel only), extends from the open port of Valdez to the very heart of Alaska, at Fairbanks, connecting there in summer with the navigable waters of the Tanana and Yukon basins, and during the closed season of navigation with the winter mail trails to the North and Westward. It connects directly, or through branch routes, all the military posts in Alaska, except one, and the military telegraph line follows it nearly the whole distance from Valdez to St. Michael, or more than 1,000 miles, including the winter extension from Fairbanks. The re-building of this line with a double line of wire from Valdez as far as Fairbanks was completed this season in excellent shape, and

the expense and difficulty of line maintenance will be simple matters in future compared to what they have been in previous years.

The Tanana valley, now the most active mining section of Alaska, will be the home of a permanent population. It is expected that a summer mail service will be established over the route at an early date and the travel and traffic of all kinds will increase as facilities are improved, and will continue for all time to come.

Demand for Additional Roads

Important branch roads, connecting with the main route, are beginning to be demanded. Principal of these is a connecting road between the mouth of the Chitna river, where the Copper River railroad turns easterly up the valley of the Chitna, and a point on the wagon road near Copper Center. This road it is proposed to construct next season. Other important and much needed branches are to the Valdez Creek district from some point on the main road not yet determined, and from Paxson's to Slate Creek.

While this main route has received the principal attention and the bulk of the expenditure during the season just closed, other parts of the Territory have not been neglected. All roads and trails previously constructed by the Board have been kept in repair, and extensions made wherever necessary and funds were available.

Road Mileage

The largest part of the season's work has been in the general nature of improvement and conversion of road heretofore classified as "winter sled" into the class of wagon road above described and the improvement of trail into sled road. Accordingly, the principal increase in mileage has been of wagon road, with a small reduction of trail as heretofore reported. The total mileage under different heads is given below, with comparison of the totals at the close of last season:

	1908	1909
	Miles	Miles
Wagon road	747.89	151.92
Winter sled road	121.00	396.90
Trail	203.56	255.07
Trail staked, permanent (iron stakes)	257.00	
Trail staked, temporary, winter 1908-09	670.00	

A number of roads, notably, the Haines-Chilkat, Eagle-Forty Mile, Circle-Birch Creek and Rampart-Minook roads, were completed in so far as conditions of traffic at this time justify. The Seward Peninsula (Nome District) is fairly well provided with the most necessary roads, with one or two exceptions, and the system is in a good state of repair. The same may be said of the local roads in the immediate vicinity of Fairbanks. Some improvement was made on the winter extension of the mail route from Fairbanks westward, and where it had been found necessary to place guide stakes for protection to winter travelers through the treeless and exposed sections along the coast of Bering Sea and on the Seward Peninsula, this staking was made permanent by the setting of iron stakes with small metal flags.

It was not deemed advisable to attempt any work on the winter trail from Knik, at the head of Cook Inlet, across the Atlantic range to the Kuskokwim and



Construction Work on Thompson's Pass

Innoko, of which a reconnaissance was made in the late winter of 1907-08. The best results from its construction will not come until after the Alaska Central Railroad shall have been extended as far as Knik, at the head of the inlet, and until some further developments take place in the Kuskokwim and Innoko districts. These conditions have, partially at least, been fulfilled during the past year. The Alaska Central has been reorganized, through a receivership, and has extended its track about 20 miles during the past season, with plans, I understand, for further extension in the near future; and, on the other hand, the Innoko mining district, near the other, or Yukon, end of the proposed route, has become, during the late summer and fall, the objective point of one of the largest "stampedes" since the one to Fairbanks five years ago. The particular find which produced the excitement was made on a tributary of a small river flowing into the Innoko, hitherto almost unknown, even to old residents of the Territory, and given on one map as the Hydolotna, but commonly called the Iditarod. Reports coming out at this time indicate that the movement is still in progress and that the "strike" is rich and of considerable extent. The natural outlet to the Coast for this region is via the Upper Kuskokwim valley and over Rainy Pass to the head of Cook Inlet, and it is hoped that the funds may be available for some work on the proposed trail next season.

There is a growing need for a continuation by land of the winter mail road below Fort Gibbon, the section of it as far down as Kaltag being now, for the most part, on the river ice. Such continuation would naturally be on the south side of the Yukon and could be carried via the Innoko, joining the Cook Inlet route from there to Kaltag. From the last-named place there exists a great need of a good wagon and sled road for both summer and winter trail to the coast of Bering Sea at Unalaska or St. Michael. With the development of the Kuskokwim, there will also come the need of a road between the river and the Yukon. All these last mentioned

routes are important, as general lines of travel and communication are needed for the development of the Territory.

To provide for the necessary funds for carrying on the work in a systematic way in future, some further means will, it is thought, have to be devised, and some modifications made in the laws relating to road construction in Alaska. As heretofore explained, the special appropriation of last winter was for the purpose of completing the Valdez-Fairbanks route through for wheeled traffic in summer, and for the improvement and extension of certain other routes having value for military and postal uses, as well

as for general travel, the work to extend over two seasons if necessary. The sum was sufficient for the purpose named only for the extraordinary conditions of weather and consequent increased cost and loss by flood as noted in the earlier part of this report. No further appropriation can, therefore, be asked at the coming session of Congress through this channel, unless the Committee should consider it proper, under the circumstances, to approve a small emergency fund estimated to compensate for the damage sustained through floods.

It is thought proper for me to state here that the members of the Road Commission were in no way responsible for, nor connected with, the movement inaugurated on the Pacific Coast last winter in the interest of increased appropriations from Congress, and asking for \$1,000,000 at the last session. This movement, while well intended, was somewhat ill advised at that time, in my opinion, and resulted in some confusion in the minds of members of the Senate and House of Representatives who were striving to put through the appropriations which had been asked for by the Board and approved by the Secretary of War. To add to the confusion, the committee in charge of the movement took the name of the Alaska Road Committee, which, to many persons meant the same as our Board. Some further activity is expected along the same lines the coming winter, and while the Board cannot fail to appreciate the sentiment of approval of its work which evidently lies behind the movement, it is hoped that, for the best interests of the work, the movement will be confined to such approval and to a support of the Board's recommendations, instead of exhausted in the effort to get separate or increased appropriations.



Road Below St. Michael, Bering Sea



Suggestions for Revenue for Road Construction

The liquor license, trade and occupation tax has yielded about \$110,000 a year to the wagon road and trail portion of the Alaska fund. I recommend that this tax law be amended to include dredges, telegraph and telephone lines and some small lines of business which were apparently overlooked, but for which there seems to exist no special reason for exemption. It is further recommended that a flat tax be placed on salmon canneries in addition to the present tax of 4 cents per case, exemption from which tax is now obtained through the distribution of fry from hatcheries; also, that a tax of \$5.00 per annum be placed upon all quartz and placer claims, not patented, and a small tax upon each ton of coal and copper mined in the Territory. It is believed that these additional taxes may be placed without becoming burdensome, and that the natural resources be thus made to aid in its general development.

In addition to the above it is suggested that an amendment to the mining law in Alaska be offered providing that any claim owner may, if he so elect, pay into the Alaska Fund for the benefit of the road and trail construction the sum of \$100.00, which sum shall be in lieu of all assessment work, recorders' fees and tax, as above provided, upon any claim for the current year. The proposition of paying a certain sum to the road and trail fund, in lieu of assessment work, has frequently been discussed in recent years and has been brought before Congress in the form of a bill, but has not heretofore found favor, for the reason that the provision made it mandatory instead of optional. To the proposition in the form now suggested I can see no possible objection. The matter will rest entirely with the owner of the claim and if he shall think that his property will be more benefited by contributing to the improvement of the road leading to it, he will avail himself of the provision, while the effect upon the employment of labor will merely be the transfer of a certain amount of work from mines to roads and trails. It is believed that this provision will meet with general favor and be productive of good results.

In the closing paragraph of my report of last year I stated that "the time is approaching, it is thought, when the local roads in the different sections may be turned over for maintenance and extension to local authorities, leaving only the main trunk line in the hand of the Road Commission," and suggesting a local board of road supervisors to have charge in connection with the application of the per capita local road law. Experience of the past season does not argue any near approach of the suggested change, to the advantage of the Territory, rather the contrary. Good results from the operation of this local law have been obtained only where the board of road commissioners has voluntarily given assistance in the matter, furnishing overseers in some instances and

supervising the work. The alternative to the suggestion of last year is the board of road commissioners to designate the overseers in all cases and to supervise the expenditures of money and labor under this law, in connection with this other work, and I recommend the law be amended to this effect. There is little doubt that the best results and, I believe, the most satisfactory in nearly all cases, will be obtained by having the entire work under one direction. This should continue until such time as Congress shall decide to grant some form of local self government to the Territory, including a general legislative body, which would naturally be expected to take charge of, and be responsible for, such local improvements. Without expressing an opinion here as to when this might be done with advantage to the Territory, it seems proper to state that until the time the development of the Territory along this particular line can be more systematically advanced, and the greatest good done to the whole people, by having the work combined as above indicated.

Railroad Needed

Of equal importance with the wagon road construction in giving impetus and stability to the development of the Territory is the construction of one or more lines of railway. Reference to the subject has been made by me in former reports of the Road Commission, and several reports and memoranda have been submitted to the Secretary of War concerning the progress made by various roads attempting or proposing to build in different sections of the Territory. The following quotations are made from one of these memoranda:

"Wagon roads in certain places and pack and sled trails across the country are necessary for the development of Alaska (and are considered elsewhere), whether railroads are constructed or not, and will always be an aid to sections where traffic is not sufficient to justify railroad construction, but it can no longer be doubted by those familiar with the district and that the one great need is a railroad connection between the interior of the district and an open port the year round."

The subject was resolved into two principal propositions:

"1. Is there evidence at hand in the developments which have taken place in the interior of Alaska during the recent years and in the present outlook to justify the belief that its mineral deposits are of an extent and value to give employment for an indefinite time and yield adequate returns, and are the conditions with respect to the climate and soil such

as to insure a permanent white population?"

"2. Are the difficulties and expense of transportation attendant upon the development of the resources of the interior country sufficiently great to justify the government in giving support to the railroad construction?"

Evidence in support of the first proposition has been accumulating, since the memorandum was submitted, to such an extent that I think the affirmative view will no longer be questioned. In respect to the second proposition, the statement then made is here repeated in substance: that the freight rates across the country are practically prohibitive except for short distances, even with the aid of such wagon roads as have been constructed. But even above the question of freight costs is the need of communication with the outside world; means of travel and speedy transportation during the long period of closed navigation, in order to make a beginning in the substantial development of such a region and give encouragement to private enterprise.

Generally when this subject has been brought before Congress in the past, one or more representatives of some private enterprise have appeared before the committees in opposition and have stoutly asserted that the said enterprise has prepared to build a railroad into Alaska without assistance from the government, and seemed to have the impression that their (proposed) road was the only one needed for the Territory's development. An unbiased inquiry in the progress of these various enterprises during the last few years and in the situation as it exists today will show that little advance has been made towards the fulfilment of such assertions, as far as the needs of the country at large are concerned, which needs do not always lie along the lines, as heretofore stated, where private enterprise, naturally seeking early and safe returns, is most likely to make investment; and which inquiry will also show that several millions of dollars, drawn from the investors in different parts of the world have been needlessly wasted through various causes, such as a lack of proper information in advance, conflicting local interests in respect of terminals and townsites and selfish ends of ambitious promoters. This is not intended as a reflection upon any person now actively engaged in the work of constructing any road in the Territory, but it can scarcely be doubted that this former wastage, in the event of any particular road being put through to the point where it will be on a paying basis, which then becomes a part of the obligations of the road for which the traffic and resources of the Territory must pay. It would, therefore, in my opinion, be far better if the government would take

the matter in hand and utilize these resources if necessary, to guarantee the interest on bonds of actual construction, along lines that will aid in general development of the Territory; not interfering with, but giving aid rather, if desired, under proper restrictions, to any bona fide enterprise,



Bridge Near Valdez



ALASKA STEAMSHIP SERVICE

A Commerce of \$60,000,000 a Year Is Dependent Upon Vessels Plying Alaska Waters



An erroneous impression is prevalent in many quarters regarding Alaskan steamship service. It seems to be the general opinion that Alaskan ports are but infrequently and irregularly served with boats from the outside. The fact

is that during the past year 740 vessels entered these ports and 675 cleared for outside points. The southern and southeastern coast of the territory has a dozen ports of call, where a weekly and fortnightly steamship schedule is maintained all the year round. During the summer season the ports along the Seattle-Skagway route are served nearly every day by vessels plying from Seattle and Vancouver.

Four companies operate steamers between American and Canadian ports and Alaska; the Alaska Steamship Company, the Pacific Coast Steamship Company, the Alaska Coast Company and the Canadian Pacific S. S. Company.

The Pacific Coast Company plies fortnightly during the winter and weekly during the summer, between Seattle and Skagway. A fleet of five fast and well equipped vessels is maintained on this service. During the summer ex-

cursion season steamers are run to the glaciers and other points of interest. This company also operates one steamer a month to Nome during the summer.

The Alaska Steamship Company maintains weekly service between Seattle and Skagway in summer and a twelve-day schedule in winter. A steamer is sent to Nome every ten days in summer. This company has a splendid fleet of fifteen ships. Three boats are sent to the Prince William Sound district on regular runs all the year round, the voyage to Cordova taking five days, to Valdez six days and to Seward a week. Two fast vessels are also operated to Southeastern Alaska through the Inside Passage.

The Alaska Coast Company provides a bi-monthly schedule to Southeastern and Southwestern Alaskan ports with its two passenger boats. In addition it has a number of freight boats that do not carry passengers.

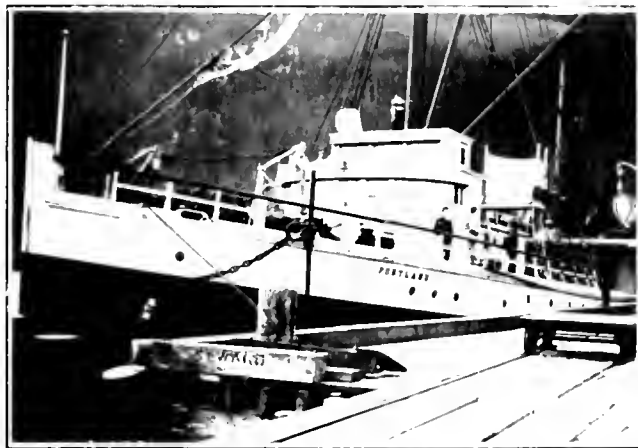
The Canadian company plies between Vancouver and Alaska, running three boats on a ten-day schedule in summer and a fortnightly service in winter.

Boats running to Southeastern Alaska go up through the Inside Passage to Skagway, touching at Ketchikan, Wrangell and Juneau regularly; occasionally at other ports in that district. The through voyage consumes about five days in all seasons.

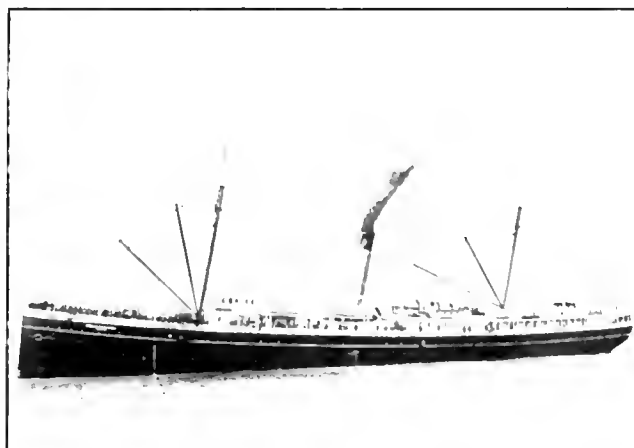
Southwestern Alaska is reached direct by steamers touching at Cordova, Valdez and Seward in a voyage lasting from five to eight days. This region is also reached via Juneau and the Inside Passage from Seattle by three or four boats each month in from ten to twelve day runs. Boats run westward from Juneau, touching at Sitka, Yakutat Bay, Cordova, Valdez, Orca and Seward. At Valdez connections are made for Cooks Inlet and Unalaska through Kodiak, once every month. In the summer these boats go to Bristol Bay. Seward Peninsula points are reached direct only during the open season of four months—June to October.

Between 400 and 500 American vessels enter and clear from Alaskan ports every year, and an average number of 300 vessels ply between foreign points. Combined tonnage will approximate 600,000 to 700,000 tons. The tonnage for all vessels entering Alaskan ports last year (1909) was 615,126 tons.

Maritime commerce along the Alaskan coast has been greatly stimulated by the erection of a chain of lighthouses, 24 in number. The southeastern coast is particularly well provided with beacons, making the sea traffic safe. The erection of these lights has materially aided in building up the annual commerce of \$60,000,000 carried on by Alaska with the outside world.



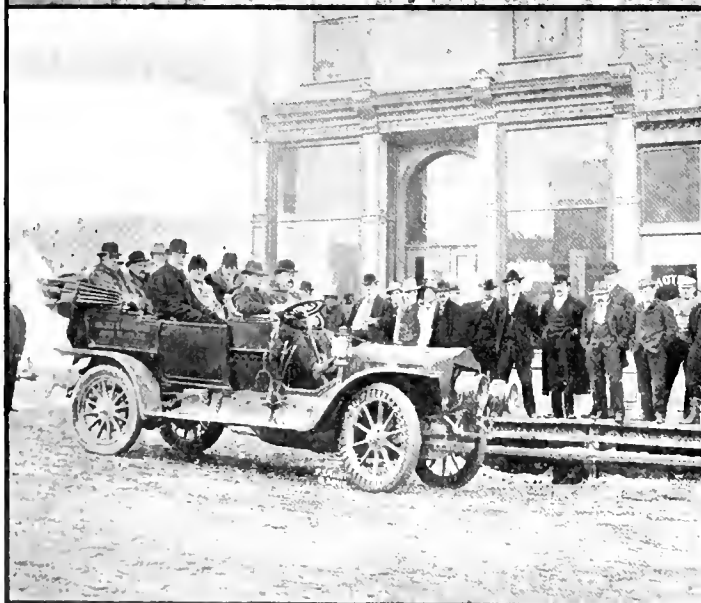
S. S. PORTLAND
Property Alaska Coast Co.



S. S. NORTHWESTERN
Property Alaska Steamship Co.



THE VALDEZ-FAIRBANKS TRAIL



THE METROPOLITAN BLESSES WITH THE FRONTIER AT VALDEZ.

ENGINEERING BY WESTERN ENGINEERING CO.
THE TITICACA CLUB, VALDEZ
VALDEZ FIRE DEPARTMENT
LOOKING NORTHWEST FROM CITY HALL



VALDEZ, THE GATEWAY TO AN EMPIRE

Where the Trail Meets the Sea



VALDEZ, a substantial, prosperous, up-to-date town at the head of Valdez Bay, by virtue of its superior geographical situation, is the natural South Alaskan gateway to the vast interior of the territory.

It is 85 miles north of any other coast town, thus lessening by that distance the trail into the interior. It has a bona fide population of 1,500, aside from the many transients passing back and forth between the sea and the interior valleys. It is the starting point on the winter route to the Tanana, Nome, Innoko, Koyukuk, Valdez Creek and Slate Creek mining districts. It is the headquarters of the Orr and Kennedy stage lines to Fairbanks and way points. It is the principal port of call of the large deep-water vessels plying between Seattle and Southwestern Alaska, as well as being the home port of the fleet of small craft plying the waters of Prince William Sound. It is the distributing point for all mail matter for the interior or westward points.

The government recognized Valdez as the logical entry port to the back country when it made this port the sea terminus of the 500-mile road built through the interior to Fairbanks and the Yukon by its military department. This selection was made only after exhaustive investigations of other possible routes and gateways.

Valdez is furthermore the coast headquarters of the district court of the Third Judicial district of Alaska; the headquarters for the government cable and telegraph lines of the First and Second sections of Alaska; the military headquarters of the Third division of Alaska; headquarters of the Chugach forest reserve, and a subport of entry, with a collector in charge.

From the sprawling tent city it was in '98, when the gold seekers selected this

spot as a starting point for the interior, Valdez has gradually evolved into a substantial, prosperous, modernized community. Handsome business blocks and comfortable dwellings have permanently supplanted the uncouth huddle of tents from which the argonauts first cast gold-lustful glances toward the surrounding hills.

The town has had a steady, solid, healthful growth. In times of adversity, as in times of prosperity, the abiding faith of the inhabitants in the town's ultimate destiny has never waned or wavered. Each succeeding year since its progenitors gave it birth, improvements have been noted, new buildings erected, new businesses opened up, new enterprises started, others come to cast their fortunes with the "old-times." It is the largest settlement, in business, buildings, and number of inhabitants, of any in Southwestern Alaska.

Nine railroad companies, a major portion of which never reached beyond the

paper stage, chose Valdez as their coast terminus. While these schemes failed for lack of financial support, it is worthy of note that all of these concerns, however chimerical they may have been, recognized this town as the only logical gateway.

Of the great mineral resources contiguous to Valdez, in the interior of Alaska, much has been written, but the half has not been told. The country has been but superficially explored, but already great bodies of ore of high values in copper and gold, and alluvial deposits containing gold and platinum have been uncovered. Large areas of country remain unscratched, presenting an inviting field for the prospector.

And Valdez is the logical entrance to this rich region. It is only a question of time before the "rails will meet the sails," thus insuring the permanence, prominence and prosperity of this town.

Valdez is equipped with such modern public utilities as electric lights, telephones and water system. The public schools of Valdez are excellent.

The medical profession is represented by four able and reliable physicians and surgeons, who are amply able to cope with the small amount of sickness developed among the remarkably healthy residents of Valdez. The legal profession has more than a dozen representatives. The town boasts two well equipped hospitals, the Valdez and Good Samaritan. Lodges represented here are the Masons, Elks, Moose and Arctic Brotherhood.

Naturally in a population composed in the early days chiefly of men, and of men from all parts of the States, if not of the world, of all classes of society, there arose the same desire to form associations, societies, or circles of congenial companions as would influence people elsewhere. Until within the past year there was no attempt to institute a Masonic Lodge, but today there is a large and thriving lodge of Masons at Valdez. The Arctic Brotherhood school has for years had a camp of many members at Valdez. The Elks lodge



PHOTOGRAPHY BY ALASKA'S GREATEST PHOTOGRAPHER



THE VALDEZ-FAIRBANKS TRAIL



organization with a goodly membership. Probably the most unique, certainly the largest, most active and influential, social organization of Valdez, or this section of Alaska, is the Order of Alaskan Moose, which has from its organization in 1900 taken within the fold some hundreds of the pioneers, prospectors and miners, business and professional men of this region. It has its own lodge building, or "tent,"—a large log structure, with its walls within hung with curiosities and relics of Alaskan origin, with ample reading room provided with dozens of current magazines and periodicals, with piano and dancing floor.

The town of Valdez was incorporated upon an order from Judge Brown of the United States District Court. It is governed by seven councilmen elected annually. The officials of Valdez are: Mayor, L. Archibald; councilmen, Ed. Wood, W. M. Finical, Anton Carlson, Thos. Cobb, Dr. F. M. Boyle and Gust Djart; clerk, Henry W. Miller; city treasurer, E. B. Wheat; city marshal, A. F. Hoffman; city physician, Dr. F. M. Boyle; municipal judge, Jas. H. Murray.

The business firms of Valdez are among the most enterprising and progressive commercial houses in Alaska, or of any other country for that matter. The broad gauge activities and co-operation of these establishments, their modern methods and the absence of the petty bickerings that too often handicap the progress of new communities has been perhaps more than any other thing responsible for the commercial prosperity of this gateway to the interior.

The leading business firms of Valdez are: The Valdez Bank & Mercantile Co. and S. Blum & Co., bankers and merchants; J. G. Snyder, Danz Bros., T. E. Dougherty, and Chas. Adler, merchants; Love-Whitley Co. and Frye-Bruhn Co., wholesale and retail meat dealers; the White Co.; Valdez Dock Co., coal, hay and grain dealers; Copper River Lumber Co. and Pacific Coast & Norway Packing Co., lumber dealers; Alaska Construction Co., Alaska Water, Light & Telephone Co., Copper River Draying Co., Valdez Transfer Co., Owl Drug Co., Red Cross Drug Co., Alaska Drug Co., Tod Winter, jeweler; C. C.

Rudolph, paints, oils, etc.; Valdez Bakery, Valdez Real Estate Agency, St. Elias hotel, Seattle hotel, Valdez hotel, Phoenix hotel, the Copper Block, Albemarle and Southern, rooming houses, Hand's Cafe, Curley's Cafe, Senate Restaurant, Chaffee's Wattle House, P. S. Hunt and Geo. C. Cantwell, photographers; Ingram & Bush, cigar dealers; Northern Steam Laundry.

The erection of a fine building for official use and the housing of its splen-

The first real session of the court for the administration of justice, with all the concomitant officers present, was held by the Hon. Jas. Wickersham, late judge of the third division of said court, and now our well-known delegate to Congress from Alaska.

It is needless to say that the presence of the court at Valdez as a permanent feature has been, and ever will be, a strong factor in the upbuilding of the town and cause extended recognition of the centrality of its location.

The town itself is flanked to the westward by an overflow of population, who, on what was formerly a military reservation, have built a town as large as Valdez proper. The residents of this section thus far pay no taxes in the town, but have the advantages of fire protection, lighting, and police protection from the United States deputy marshals. Steps are now in progress to bring about the annexation of this portion of the town, which would make for a great advance in the prosperity and public spirit of Valdez.

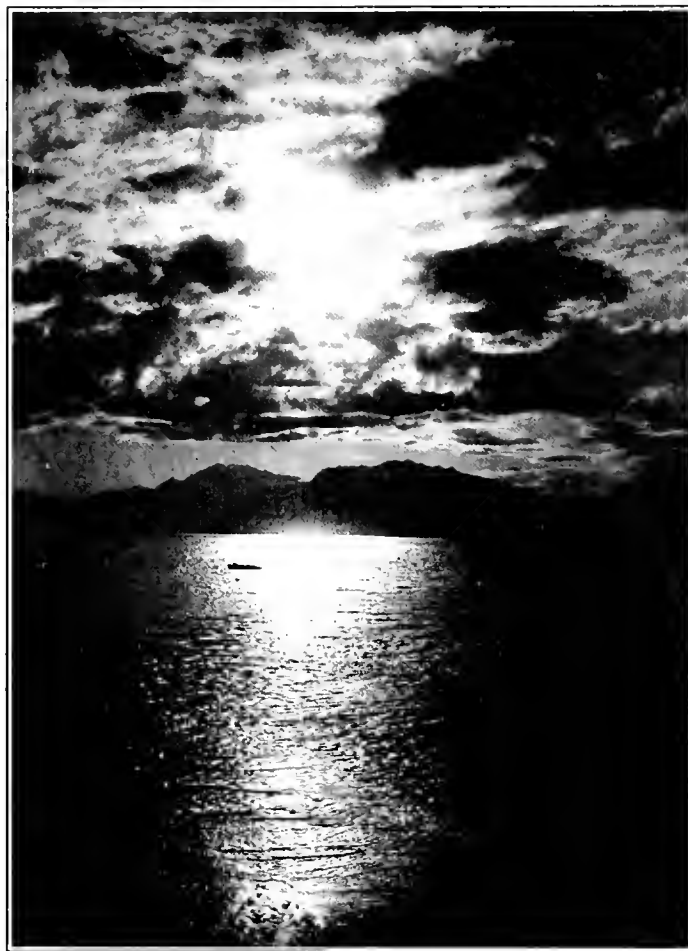
By arrangement with the proper officials in the departments at Washington, the school children of the reservation enjoy the use of the public school building at Valdez, and the two districts together employ four teachers.

Across Valdez Bay, some three or four miles from Valdez, stands Fort Lisicum, with the usual quota of buildings and the other accessories of an active army post. This is at present a two-company post, garrisoned by a portion of the Twenty-second United States Infantry, and under the command of Capt. Stritzinger, with the necessary complement of officers.

The trail out of Valdez to the interior, up to Fairbanks, provides the one big pay-roll of the territory.

While many of the supplies sent in over the Valdez-Fairbanks trail are bought outside of Alaska, still the bulk of them are purchased from the Valdez mercantile establishments, and all the freight money is paid out at this port. Valdez is the supply emporium for all the interland points to which it provides entrance.

All the camps need provisions and supplies of many kinds, nails and machinery. In all the larger towns, more particularly, arises the demand for the



Phot. by Cantwell. Valdez Harbor by Moonlight

did steam fire engine and pumping plant by the town, is characteristic of the Valdez civic spirit and gives an indication of the community's proper self-valuation. It possesses, besides a \$6,000 steam fire engine, a hand engine and two chemicals, and has an unusually alert fire department.

The headquarters of the coast division of the United States District Court for the third judicial division have always been at Valdez. Here there is a commodious court house, providing ample office room for the court, the judge, marshal, district attorney, clerk, and United States commissioners and recorder, and in connection with the court building a large jail building.



THE VALDEZ-FAIRBANKS TRAIL



Fort Lisianski, near Valdez.
Camp of General Bay Mills.
Three Grates, Knights Island.
Valdez Power Plant, Solomon.

comforts and luxuries of the States. Winter and summer these demands must be met by the enterprising merchants. In summer river navigation on the Yukon and Tanana Rivers especially furnishes transportation adequate probably for the immediate necessities and demands of the residents; but there always arises in winter special demand for many articles and goods. These can only be supplied from Valdez. It is no unusual sight, winter after winter, to see long sled trains carrying as many as 600 cases of eggs, carefully boxed, sacked, and packed to resist freezing. Trains of machinery, of iron pipe, of telegraph wires, of innumerable unexpected articles pass through Valdez over the trail. More than a thousand tons of hay and grain alone are taken hence over the mountains to supply the road houses, stations, camps, and sled trains, each year. Consider the cost and value of this transportation at from ten cents to thirty, fifty cents, and more, and even to a dollar a pound at times to Fairbanks! Consider the 500 and more horses along the trail; the hundreds of men freighting supplies; the miners and prospectors carrying provisions, tools, powder, etc., to their mines. Consider the sawmill and electric light plants of the Lasterly placers on the Nizina, the sawmill, shops and telephone plant on the Grey copper properties in the Kotsina. Consider the entire steamboat, boilers, engines, timbers and complement complete, sledged from Valdez to the Copper River to be there set up. All these varieties of freight amount to thousands of tons the year; but are reckoned here by the cost the pound.

The whole of Prince William sound has been a business dependency of Valdez. To supply the mines and logging camps, villages and settlements generally throughout the sound, a fleet of small craft plying out of Valdez has for years been very active, carrying both freight and passengers. During 1907, the height of the copper excitement, this fleet numbered as high as sixty power boats.

Valdez is the commercial heart of the great copper mining districts of South-western Alaska. It is generally conceded that the copper mines of the Copper River and Prince William sound will ultimately make more profits than all the placer mining, all the fisheries and all the forests of Alaska taken together, great as these other resources are. Copper is becoming the slogan of Alaska, rivaling in potency that of gold. Some commercial prophets have gone so far as to predict that Alaska will become the greatest store-house of copper that the world has ever known.

Among the more important develop-





THE VALDEZ-FAIRBANKS TRAIL



Photo by P. S. Hunt
Hospital of the Good Samaritan, Valdez



Photo by Cartwell
Valdez School Children

ment projects having the mining of this ore as object, in the general vicinity of Valdez, the following mining companies may be named: Seattle Alaska Copper Co.; Latouche Extension Mining Co.; Reynolds Alaska Development Co.; Beatson's Bonanza, the largest copper mine on the Pacific Coast of North America; Latouche Copper Mining Co.; and Latouche Island Copper Mining Co. These companies are all located on Latouche Island, twelve miles long and four miles wide, and, according to present indications, holding at least four-fifths of all the copper ore which will be mined in the whole of Prince William Sound. On Knights Island, the scene of great excitement in the rush of 1907, the following companies are now operating: the firm of Jas. Harvey; Egan and Hogan; Chas. T. Rua and Co.; Valentine and Brown; The Happy Jack Mining Co.; Knights Island Alaska Copper Co.; Twentieth Century Mining Co.;

Knights Island Copper Mining Co., and the Knights Island Consolidated Mining Co.

On the main land, ranging along the coast, are to be found the following mining firms: The Ellemar Mine; Galena Bay Mining Co.; Standard Copper Co.; Landlock Bay Copper Mining Co.; the Threemen Mining Co.; S. A. Hemple's firm; Chisna Mining and Development Co.; Peter Steinmetz Co.; and the Reynolds Alaska Development Co. On Fidalgo Bay are: Fidalgo-Alaska Copper Co.; Manhattan Group; Fidalgo Mining Co.; Whalen Group, and the Lars Holland Group.

In Galena Bay extensive operations have been carried on by the Galena Bay Mining Company. A good hydro-electric plant has been installed here and about 2,200 feet of tunnel driven. The main workings are about four miles from the head of the bay.

All of the merchants and bankers of Valdez have shown their faith in the country by purchasing and aiding in the location and development of mining interests, both in the interior and on the sound, notably Mr. Hemple and Mr. C. J. Dieringer, in the organization of the Knights Island Copper Mining Company; Mr. Snyder, one of the heaviest backers in the Alaska Kotsina Copper Company, in a splendid property in the Kotsina copper belt; Mr. Blum in a number of mining ventures of value and extent.

Situated thus fortunately in relation to the colossal copper beds of the vicinity, Valdez is destined to remain as it is now, in the very front ranks of Alaskan towns. The carrying of mails and the transportation of supplies to the interior from this point maintains an industrial activity that offers every incentive for the building up of a great metropolis on the south coast of the country.



Photos by Cartwell
"What's So Rare as a Day in June?"



Fair Weather—Valdez-Fairbanks Trail.

YET, IT IS WINTER PART OF THE TIME IN ALASKA.



THE STORY OF A GREAT HIGHWAY

A Trip Over the Valdez-Fairbanks Trail



HAVE you ever been in the Northland during the short, clear days of the winter, when the snow, appearing like immense, white blankets, covers the mountains, plateaus, valleys and waterways. Then the country is beautiful—beautiful with ever-changing color schemes, unknown in warmer climes, of sunlight playing upon mountain tops and glacier sides, great splashes of light in all the colors of the spectrum, in the early morning, and the deep, deep colors of Indian reds and indigo blues in the evening, shades indescribable by poets and unpaintable by the greatest artists. Such is the scenic background of the constantly shifting panorama seen by the travelers over the Valdez Fairbanks Winter Trail.

Alaska is the last of our frontier; the last stand of the hardy pioneers, the only land belonging to the Union wherein is still living the romances of Bret Hart, the humor of Mark Twain's "Roughing It," and the atmosphere of Jack London's "The Goal of His

Fathers." There are great rivers and stretches of plains and forests, as yet unmarred by the works of the white man; an empire sparsely peopled for its area, awaiting to be developed by men in whose veins is the red blood of the first sons of Virginia, of the Puritans of Massachusetts, of the Argonauts and of the early settlers of Oregon and Washington. Romance and adventure still beckon there. The land has not yet been bound by iron rails; the hurry and greed of crowded cities has not yet laid its mailed hand upon it; and its mineral and agricultural wealth has not yet been counted.

Then you who are not familiar with the grandeur of great open places come with us by the way of the Inland Passage by sea to the town of Valdez, and thence by stage line over three hundred and sixty-four miles of one of the greatest highways in the world, to the land of the Yukon. We promise you a trip full of interest, beauty and comfort.

The stages of the Ed. S. Orr Company leave Valdez in the early morning, but whether you travel in them or with your own outfit, or walk, get an early start. That is the first lesson the winter

traveler must learn. The days are short and it is much easier traveling with a rising sun than with a declining one. The road out of Valdez is wide and smooth and rock ballasted. To your left will be seen the famous Valdez glacier just tipped with sprays of the light of the promised day. A few miles beyond the road passes through a forest, where is one of the finest stand of trees in all the territory. On either side, tall and straight, great birch rear their white branches into the winter's sky and almost touch overhead. In the summer it is a beautiful place.

Ten miles from town is the first road house, known as Camp Comfort. This is, as named, a comfortable place. It is a new structure, built of finished lumber, and nestles among the trees, well protected from the wind and snow storms. Good meals are served and a comfortable bed can be had by the belated traveler.

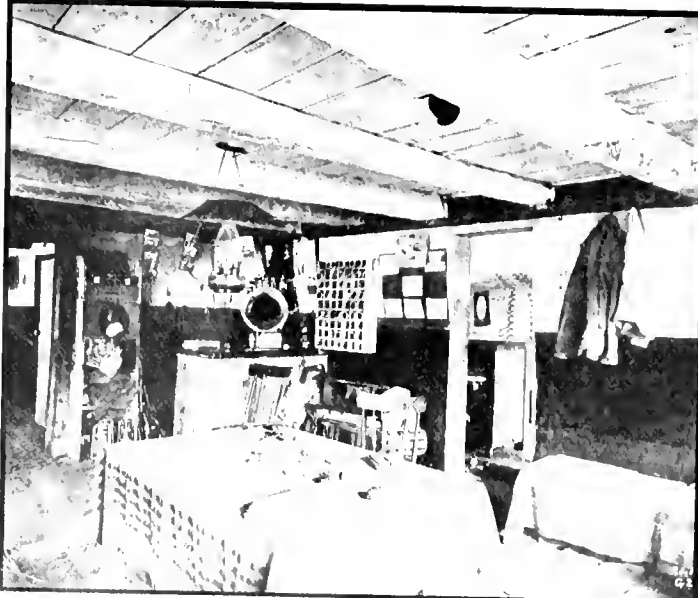
KEYSTONE CANYON.

Shortly after leaving Camp Comfort the road leaves the forest and commences the upward grade towards Keystone Canyon. Through this canyon



Stage of the Ed. S. Orr Stage Co. in front of Their Office in Valdez, Road to Fairbanks.

THE VALDEZ-FAIRBANKS TRAIL



SUNSET, COPPER CENTER, ALASKA

(1) $\mathcal{P} \in \mathcal{P}_1$ and $\mathcal{P} \in \mathcal{P}_2$ are \mathcal{P} -invariant;
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Eng. West. I. C. R.

Copper Center Road

The Copper Center, Alaska

SCENES LONG (11) (14) 1 IRVINGS TRAIL.



THE VALDEZ-FAIRBANKS TRAIL



is one of the most interesting parts of the trip. Two years ago there was no road through the canyon and travel was either by way of the ice in the gorge, which was dangerous on account of the swift water underneath that often cut through the surface of the ice or caused deep overflows, or else the double-ended sleds used at that time had to be taken by a difficult pass over the giant rocks that overhang the canyon, and it was often necessary to haul them up the steeper places by block and tackle. Here many horses have lost their lives by slipping over the sides of the trail into the chasm below. But since the completion of the road last season a fine driveway follows along the gorge just above the waterway and the four horse stages traverse it with ease.

Ribbed and jagged, the huge blocks of slate and granite tower 900 feet above the roadway. In their deep crevices hang frozen columns and spirals, monuments to the laughing waterfalls of the summer months. In places overhead the sky becomes a narrow ribbon of blue and the light filtering down between the irregular walls of the canyon strike grotesque shaped boulders and constantly change the colors of the water stained rocks.

Just beyond the canyon, 20 miles from Valdez, is the settlement of Wortman's. This is the first stage station and is one of the busiest places on the route. Many travelers spend the night here in order to get an early morning start for the hardest part of the entire journey, the climb of Thompson's Pass, which is the divide over the Coast Range.

WORTMAN'S ROADHOUSE.

The Wortman Roadhouse is one of the oldest established hotels on the trail. During the last two seasons it has been much enlarged and improved. There are excellent accommodations for 100 people. The sleeping apartments are exceptionally good and are furnished with spring beds. Baths can be had if wanted. The table service is generous. There is a bar in connection where first-class liquors can be obtained. There is also a general merchandise store where anything can be purchased in the way of clothing and groceries. A line of jewelry is kept for sale, and the traveler can even get his watch repaired if need be. The first telegraph station out from the cable office at Valdez is located nearby. Warm, roomy stables that can shelter over 100 head of horses are close to the roadhouse, and hay and grain is for sale.

P. Magnuson is the proprietor and owner of the entire establishment located at Wortman. He is an old Alaskan, having come to the territory in 1898, and

has been in the roadhouse business since 1901. You will find him affable and accommodating and a man well worth knowing. Mrs. Magnuson is the housekeeper, and the two of them make travelers feel very much at home.

THOMPSON'S PASS.

In the winter, the trip over the summit is made in the double-ended, single horse sleds, as the wind drifts in the pass and it is too difficult to keep it open for the wide stage sleds. Going over the pass for the first time, on a clear day, is an experience of intense interest. Sitting in the bottom of the sled, banked in with fur robes, the traveler is well protected from the cold air and sharp wind of the mountains. From Wortman's, which is only 256 feet above sea level, the trail climbs to an altitude of 2,714 feet in four miles. Through deep cuts and around the shelves of rugged walls of rock the summit is reached. On the top is a plateau three miles in length. At some distance away, on either side, the mountain peaks rise in sharp saw-toothed shapes and the blue glaciers among them contrast strongly with the snow caps above. The gurgling of the swift waters of the glacier streams is heard even in the coldest weather.

This is the bleakest and most exposed portion of the road and a storm is more apt to be encountered here than at any other place on the trip. At times when it is perfectly calm in the valleys, here on the heights a furious wind may be raging, whirling the snow hither and thither; uncovering the rocks in places and in other places drifting and piling it high. But right at the summit is a road-

house, built low to the ground and strong enough to withstand the heaviest winds. Much of the time during the winter the snow nearly covers it from view. On top of the house is a well-protected doorway and the entrance is made by going down stairs through the roof.

The grade going down the far side of the pass is much more gradual and heavily loaded sleds are brought up it with ease. At the foot of the pass, seven miles beyond the summit roadhouse is Ptarmigan Drop, where travelers can get accommodations, if necessary, before going eight miles further to Beaver Dam.

BEAVER DAM.

From the Drop to Beaver Dam the roadway is excellent. Part of the way it follows along the beautiful Stewart River Canyon and is a gradual incline to an altitude of 1,300 feet. The trail remains at about this level all the way to Gulkana, 128 miles from Valdez. The Saina telegraph station has been moved to Beaver Dam, which makes it one of the more important stopping places on the line. The roadhouse here is very comfortable and homelike. Its living room is one of the meeting places of the old trailers, and around the big stove any evening can be heard many interesting stories of experiences in far and wide Alaska, about the times when the trails were simply the frozen river beds and mountain ranges the guide posts.

Beaver Dam is one of the Orr Stage stations and is well equipped for the accommodation of guests and their horses or dogs. Nels Jepson has been the popular proprietor since 1908. Mr. Jepson is



Photo by P. S. Root

John McChesney, Guide, on the trail.



THE VALDEZ-FAIRBANKS TRAIL



an old timer of the earlier days of the trail. He came to Alaska with Capt. Abercrombie in 1900 and helped mark the base line for the trail to Eagle with Capt. Burnell during 1902 and 1903. Before going into the roadhouse business he was a miner on Slate Creek. Mrs. Jepson helps conduct the hotel.

The Teikhell station is nine miles beyond, where there is a comfortable roadhouse. There are also roadhouses located at Tacoma, six miles along the journey and at Earnestine, the same distance further on. Then comes Kings (Glacier House) after another ten miles travel.

GLACIER HOUSE.

The Glacier House is a comfortable hostelry run by Mr. and Mrs. Braxton. The traveler can obtain warm meals or lunches there at any time of the day or night. Accommodations can be had for fifty people and the traveler will make no mistake in marking this place down for an over-night stop. Special accommodations can be had for ladies.

Tonsina is seven miles beyond. The roadhouse there is one of the largest on the trail. Here is located a postoffice, telegraph station, and general store. This is the junction point of the trail leading to the entire country lying to the eastward of Copper River, in which is situated the immense copper deposits which are now famous for their values, and also the Nizina placer country.

WAYSIDE INN.

Crossing the Tonsina River the trail leads over the new route established the past summer, and after traveling eleven miles the Wayside Inn is reached. This roadside is conducted by Paul Hansel and the "kids." Paul says it is a good place to "take life easy." He has warm meals ready at all hours for the many travelers who make it a point to stop with him.

COPPER CENTER.

A few miles further the trail drops down into the famous Copper River Valley. Here is where the most successful agricultural operations in the entire territory are carried on. Over fifty homesteads have been located and the chief Government Agricultural Station, which has been established for some time, carries on experimental farming upon an extensive scale during the summer. The town of Copper Center is situated at the confluence of the Klutena and Copper Rivers. The latter stream is navigable for light draft boats to this point and it is expected that the Copper River & Northwestern Railroad Company will eventually operate a line of steamers upon it. The distance is only about 170 miles from Cordova. Copper Center is the distributing point for a large section

of country, including the Valdez Creek mining camps.

A postoffice has been established here since 1901. There is a tri-weekly mail service during the winter and a weekly mail service during the summer months. The United States Signal Corps has its main supply station at Copper Center for the Valdez Fairbanks telegraph line. The only telegraph station on the line between Valdez and Fairbanks is located here, where money can be telegraphed from or money received by wire.

There is under consideration the establishment of a wagon road between Copper Center and the terminus of the Copper River & Northwestern Railway. The distance is only 44 miles, and a preliminary survey has already been made.

Ringwald Blix is the leading business man of the community. He has been postmaster since the establishment of the postoffice in 1901. Besides being the proprietor of a general merchandise store and landlord of the Hotel Holman, he is United States Commissioner and a Notary Public. He came from Minneapolis, Minn., to Valdez in 1898, and then to the Copper River Valley, where he located the first homestead and raised the first vegetables ever grown in the district. He is the pioneer trader and roadhouse man between Valdez and Fairbanks.

From Copper Center can be seen a grand view of the active volcano "Wrangle." Also Mounts Sanford, Drum and Blackburn are in plain view; all mountains over 13,000 feet high.

The sublime beauty and grandeur of Alaska are in her mountains. The fact that Alaska has the highest mountain on the continent north of Mexico, Mt. McKinley, 20,300 feet in elevation, and so big in lateral size, so massive that the observer fails to realize its height, is of itself interesting in a scenic point of view. But Mt. McKinley is only one of a great many Alaska mountains that lift their snow-covered heads into the clouds. On a clear day from Pedro Dome, the heart of the Fairbanks mining district, one may see across the Tanana Valley in the Alaska Range half a dozen snow summits, which do not appear to be of much less elevation than Mt. McKinley. In the Wrangel Mountains there are 5,500 square miles in which there are more than twenty snow-covered peaks 12,000 feet or more in height.

HOTEL HOLMAN.

The Hotel Holman is run on a regular hotel plan, and the traveler can here find solid comfort and convenience. It is well furnished and in the main living room is always kept an assortment of the latest magazines and many metropolitan daily papers from the United States.

The dining room service is very good, and sleeping accommodations excellent. Rates are low considering the high cost of transportation of provisions to the valley. You can be very well taken care of here for \$4.00 per day.

Before leaving Copper Center it will be worth your while and a smile to drop over to the Copper Center Club and meet Charles Cowell. You will find him very genial and he can furnish you with any information you wish to know regarding the Copper Center Valley.

COPPER CENTER HOTEL.

The Copper Center Hotel is situated upon the main government trail two miles the other side of the town. It is the only frame roadhouse between Valdez and Fairbanks and is one of the finest buildings in that section of Alaska. About a year ago the hotel was burned down and has since been rebuilt at an expense of \$15,000. There are twenty-one private bed rooms. These are well furnished and contain spring beds, an unknown luxury for roadhouses in Alaska until the last few years. A modern bath is one of the features of the establishment. The bunk rooms, which are used when there are too many guests to accommodate with private rooms, are large and comfortable.

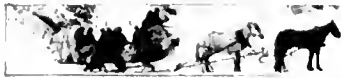
The main living room is a big sunny apartment, furnished with rugs and rocking chairs. The hotel is noted for its splendid meals. The house is an ideal resting place and the tired traveler finds a hearty welcome always awaiting him upon arrival. He can have a meal or lunch served him at any hour. The whole atmosphere of the place is to please.

The barns and stables are roomy and warm, and the traveler is assured that his horses or dogs are as well provided for in their way as himself. A farm is cultivated during the summer and the truck garden is one of the finest produced along the entire length of the highway.

John McCreary & Sons are proprietors and have been living at this point for seven years. Mr. McCreary, Sr., was formerly in the mail service, having carried the mail over this part of the trail during the first years of the service to the Tanana by this route. Besides the hotel business, he is engaged in freighting during the winter months. He is one of the typical Alaska pioneers and the stamp of man that builds up the country.

DRY CREEK.

Dry Creek is sixteen miles beyond Copper Center and is one of the smaller homelike places along the line. Here will be seen cows, pigs, and chickens. That means fresh milk and butter and



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eggs for the table. What more can the hungry traveler demand in an "ice and snow bound wilderness?" Then there are fresh vegetables from last summer's garden, which are carefully housed so that they are preserved in excellent condition all winter. The traveler will make no mistake in stopping over at Dry Creek. J. Lawrence and wife have homesteaded the place and expect to call it home for sometime to come. You will find them very congenial and accommodating.

GULKANA.

At Gulkana is located a first-class roadhouse, store, postoffice, and telegraph station. It is quite a settlement and close at hand is an Indian village, which lends picturesqueness to the neighborhood. The Alaska native is always interesting. Like the red man of the western states he revels in bright colors.

Here is the junction point of the Government trails, one leading to the northwest to Eagle City on the Yukon, over which the Valdez-Eagle mail is carried, while the Fairbanks trail bears off slightly to the westward. Here, too, is where the Valdez Creek-Susitna River trail leaves the Government trail, going to the new placer diggings in the region known as the Valdez Creek district.

C. L. Hoyt is proprietor of the roadhouse; also merchant and dealer in furs. This is the supply point for quite an area of territory adjacent. The roadhouse is one of the Orr Stage stations and is known as one of the largest and best equipped between the termini of the Valdez-Fairbanks trail.

SOURDOUGH.

Twenty-four miles nearer Fairbanks is Sourdough, as it is known by the old-timers. Mrs. N. Yager is owner and manager of the roadhouse, and the neatness and comfort of the interior shows a woman's care. Floors carefully carpeted; sofas and rocking chairs cushioned; white curtains at the windows; excellent beds in private apartments, all proclaim careful care and consideration for the patrons of the place.

And the meals are worth a paragraph by itself. Mrs. Yager's reputation for fine cooking is heralded up and down the length of the trail. The big combined kitchen and dining room is a model of neatness—well, once you have enjoyed a meal at Sourdough you will never thereafter pass the place by.

OUR HOME.

Our Home comes next, 166 miles out from Valdez. The roadhouse is rightly named—our home for everybody—that is, you are made very much at home in this comfortable establishment. The meals are fine and the beds excellent.

There are also warm stables for stock and 26 head of horses can be housed. Mrs. M. M. Birch is the present proprietor of the place and under her management the house is becoming a very popular stopping place.

MEIER'S.

The roadway along this section of the trail makes a climb to 2,750 feet above sea level and Meier's roadhouse is located among the hills, near the border of a mountain lake. This point is the commencement of a very rugged section of country. It is broken by abrupt valleys, glacier and mountain streams. There are a number of creeks in the vicinity that give indications of being good placer ground. Some little prospecting has been done, but as yet it is almost a virgin field for gold hunters. Moose and caribou are plentiful back from the trail and it is a great fishing country. The streams are filled with mountain trout and grayling.

The roadhouse is a large low structure with all of the rooms on the ground floor. It is well furnished and can accommodate about fifty people comfortably. Mr. C. J. Meier is the owner of the roadhouse and has homesteaded the place. It is a surprise to many people that during the summer months he is engaged in farming. Even at this altitude hay and vegetables mature. One season he sold \$1,300 worth of hay off of the land. Timothy and red top varieties are grown. Last year he cured five tons of hay and raised three tons of vegetables.

A stock of merchandise is kept on hand to supply prospectors, hunters and the traveling public.

Mr. Meier is another one of the old timers on the trail. He was also in the mail service during the first years of its service and can relate some interesting experiences of the difficulties of getting the mail over the line before the government built the highway.

PAXSON.

The town of Paxson is at the timber line of the Copper River Valley side of the Delta Summit. There has been a roadhouse and trading post here for four years. One of the government telegraph stations and numerous prospector's and hunter's cabins help to make a little town. It is thought that Paxson will, within a short time, make quite a mining community. Both copper and gold prospects are found in the immediate neighborhood. Gulkana Creek carries much pay gravel and would make an excellent hydraulic proposition.

Travelers are agreeably surprised at the appointments of the Paxson Roadhouse. Its walls inside are sealed and papered. The rooms are large and sun-

ny. It contains many private bed rooms furnished with spring beds. This is the usual overnight stop for travelers going inland, as it is best to start over the Delta Summit in the morning, as it is 18 miles to the next stopping place, and most of the distance is above timber line.

The Delta Summit is one of the scenic features of the trip. The trail follows a swift mountain stream for a number of miles, and on either side are the rugged mountain tops.

YOST'S.

The roadhouse at Yost is built right on the bank of the Delta River at one of the most exposed portions of the winter trail, but at the place where it is most needed. At night the big light that is hung outside the door can be seen for a long distance by the travelers coming from Fairbanks, and is a welcome beacon in stormy weather. The winter trail is upon the river ice for ten miles beyond Yost's. It is a treacherous stream and is often covered with overflows for miles in places during the colder part of the season. Travelers with low built sleds are apt to have considerable difficulty in keeping their loads dry over this section. Until the Alaska Road Commission completes the roadway from Yost's to Casey's Cash, the next stop, this portion of the way will cause considerable anxiety.

The roadhouse at Yost is conducted this season by Mr. and Mrs. H. L. Stell, formerly of the Phoenix Dining Room at Valdez. Well cooked food and comfortable quarters are furnished the guests.

MILLER'S.

Miller's is located upon the fine roadway on the road to Donnelly's. It is conducted by Wilson Miller, and is one of the popular stopping places. Its appointments are: private rooms for 16 people; sleeping quarters for 65 people; well inside the house; heated stables.

DONNELLY'S.

Upon the banks of the Delta and in the heart of the big game country, the Donnelly roadhouse has maintained its reputation for being one of the best places at which to stop on the trail. Mr. R. E. Shanklin is the proprietor. For some time he was steward on the Yukon steamboat Monarch, and his reputation as a provider of good meals is well known. Donnelly is headquarters for the hunters. The roadhouse is open the year around. From here the trail to Richardson commences.

GORDON'S.

Gordon's Roadhouse is 16 miles beyond Donnelly's. It is also in the big game district and H. L. Gordon, the proprietor, is the possessor of some of the



THE VALDEZ-FAIRBANKS TRAIL



Photo by Cantwell.

Freighting Outfits Beginning the Climb Over Thompson's Pass.



Photo by Robinson.

On the Trail. Great Sport When the Weather Is Clear.



THE VALDEZ-FAIRBANKS TRAIL



largest black bear skins seen in the territory. He is a famous hunter and a day spent with him in the hills is a great day's sport.

WASHBURN HOUSE.

This hotel is at Washburn (Little Delta) and is conducted by Mrs. Carrie Stoner. Everything is as comfortable as a woman can make it, and the meals are unsurpassed. There is a postoffice located here. Automobiles from Fairbanks came within a few miles of this point in the early part of last winter.

SULLIVAN'S.

J. E. Sullivan and wife conduct this big establishment, 86 miles from Fairbanks. It is the acme of roadhouse comfort; spacious rooms, big wood stoves, and everything that pleases the traveler after traveling in the cold. Mrs. Sullivan conducts the dining room and the meals are par excellent.

OVERLAND.

Overland is 54 miles from Fairbanks. Accommodations can be had for 40 people. Vincent & Matthews are proprietors.

SALCHAKET POST.

Arriving at Munson's Roadhouse at the Salchaket Trading Post, the best of good cheer awaits the traveler. Coming out of the timber across the river from the post in the evening, the gleam of electric lights greets him in the distance. Immediately the stage stops in front of the place a helping hand is extended to assist him to alight. Inside all is warm, and bright and comfortable. Here is conducted a 24-hour service. Meals can be had at any time and no matter the hour, day or night, there is always someone there to extend a hearty welcome.

The hotel is under the management of Oscar Gardner and wife. Both are experienced hands at caring for the Alaska traveling public. Mr. Gardner is considered one of the best roadhouse men in the territory. Mrs. Gardner is an excellent cook. An overnight stop here means solid comfort, with some luxuries thrown in. Private rooms are provided for forty people. Hot and cold water is



Photograph of Mountain Sheep Taken Near Donnelly's.

supplied. Each room is electric lighted and contains good furniture, including spring beds.

The Salchaket Trading Post carries a complete line of general merchandise, which supplies a large Indian settlement near by and also many prospectors with provisions and clothing. Shallow draft steamboats can come within a short distance of the post, at a place on the Salchaket River called Munson's Landing. Freight can be billed through from the "outside" direct to this point.

There is always on hand at the store a large assortment of Indian curios. The Indians that live at Salchaket are industrious and sober and their bead and mouse skin work is among the best produced in Alaska. Every year a large amount of their work is taken to Fairbanks, where it finds an excellent market.

Wm. F. Munson is the proprietor of both the hotel and store. He has been located here for five years and enjoys the respect and confidence of hosts of friends. He is also well known in the fur trade. The old travelers over the Valdez-Fairbanks trail always look forward with pleasure to their sojourn at Munson's. There they know that they can always get the best the land affords in the way of eatables and drinkables, besides meeting a number of well known faces. Munson's place is indeed a trail luxury. There is a fourth-class post

office here and a telegraph station is close at hand. At the post is a relay station for the Orr Stage Company.

Gold prospectors have been in the Salchaket vicinity for some years, and while there has not been any large strikes made, considerable money has been taken out of the ground. The gold-bearing streams are Caribou, No Grub and Portage Creeks. The latter stream shows good hydraulic possibilities. It is an excellent territory for the prospector, close to a source of supply.

PILE DRIVER.

Pile Driver on the 30 mile house is 13 miles the other side of Munson's. The place has been enlarged and greatly improved this season and is under the new management of H. A. Hadley and John Morgan, both experienced roadhouse men. Mrs. Hadley is in charge of the dining room service, which is one of the best on the trip to Fairbanks. Good beds can be had for 35 people and private apartments for ladies. Rates are \$4.00 per day.

The stables here will house 48 head of stock and are heated. Both hot and cold water is obtainable. There is a government ferry operated across the Chena Slough at this point for the summer travel.

JOHNSON'S.

Johnson's place is 18 miles from Fairbanks. It is a well equipped trail house and 35 people can be cared for here. It has been established four years and is one of the Kennedy Stage stations. Mr. and Mrs. J. Johnson conduct the roadhouse and furnish their guests with first class meals. They raise their own garden during the summer and have fresh vegetables the entire winter. There is a steamboat landing at the Pile Driver and considerable summer travel passes that way.

BYLER'S COMFORT.

As the town of Fairbanks draws near, 20 miles out, is Byler's Roadhouse. This



Traveling Into the Interior Over the Summer Trail



THE VALDEZ-FAIRBANKS TRAIL



Scenes In Valdez, Fairbanks and Along the Trail.

Engraving by Martin & Blake



THE VALDEZ-FAIRBANKS TRAIL



Sea Beach at Nome, Alaska.

is one of the oldest establishments on the trail. It is the first Over Stage Station and a popular stopping place for the traveling public. John Byler is the proprietor.

FAIRBANKS-NOME TRAIL.

The Fairbanks-Tanana Trail, between Fairbanks and Tanana (Fort Gibbon) follows the road to Ester Creek ten miles and then extends northwest down the Tanana valley 90 miles to Hot Springs, keeping within a short distance of the Tanana River most of the way. Good roadhouses are located at Ester, Ohio Creek, Minto, Tolovana, on the way. There are two good hotels at Hot Springs. From there to Tanana is a distance of 57 miles. There are roadhouses between the two points at Sullivan Creek, Fish Lake, and Long Lake. At Tanana are a number of good hotels and rooming houses. This is one of the best highways in the territory and good stages are run as far as Tanana.

From Tanana trails go to Rampart and points along the Yukon northwest, the Koyukuk district, and all points down the Yukon clear to St. Michaels. The principal points along the Yukon are Kokrines, Molozzi, Nulato, Lewis, Louden, Kaltag, Anvik, Holy Cross, and Russian Mission. From Lewis, Nulato and Kaltag trails go to the Innoko and Iditarod districts. At Kaltag the mail trail leaves the Yukon and crosses a 90 mile portage to Unalaklik, on Norton Sound, and then follows around the sound to Nome, on the Seward Peninsula. In making the trip over the ice from Fairbanks to Nome the traveler will cover a distance of nearly 800 miles. A journey by dog team to Nome is a very interesting experience. In moderate weather and with a good team the journey can be made with little hardship. Beside the towns along the route there are a number of Indian villages, wood chopper's and mail cabins, and good shelter can be had on an average of every ten miles. It is not necessary to carry provisions, as a roadhouse can be reached every night of the journey. The big double mail dog teams go over the trail twice each week and usually keep it in good condition. But traveling down the

Yukon in the winter entails some hard work, as in some places the trail will be drifted full of snow after a storm and the traveler must "mush" ahead of the dogs and "break trail" for them. A trip down the Yukon in the winter should not be attempted by any one who is not used to traveling long distances afoot, as there is always more or less walking to be done, either for the purpose of "breaking trail" or for the purpose of keeping warm. Exercise is more important than heavy clothing. In fact, the clothing should be light so as not to tire one.

There is a fascination about the wonderful Yukon River, even when it is ice bound. Its banks are high and the great cuts and mars in them show where the ice flows and high waters of each spring have gashed and ground into their sides, cutting deeper each "break-up" and carrying away the timber that grows close to the stream. For ages untold it has flowed through its two thousand miles of water way, now changing its course here, now there, inundating wide valleys one year and the next following close to its deep channels. Ever master of a broad land unmarred by the hand of the white man, while the seasons came and went uncounted, it ministered to the needs of the moose and the caribou, the bear and the lynx, the fox and the wolf, and the few Indians that paddled their canoes upon its surface. The only sound to break the stillness was the clash of the ice in the spring, the surging of the waters in the summer, the wind in the forests, the call of the moose or the cry of the wolf.

During the past few years the bellow of the steamboat whistle has broken the usual stillness along the river; trading posts and towns have appeared upon its banks; the native house of the Siwash and the Igloo of the Eskimo have been replaced by the log cabin. Big game has slunk far back into the timber and only comes to the edge of the broad water in the still of the night, cautiously and seldom.

ALASKA ROAD COMMISSION.

The Alaska Road Commission is a military board empowered to construct

military roads and post roads, bridges and trails in Alaska. An annual appropriation is made by Congress for this work. Major W. P. Richardson is president of the board. The work of the Alaska Road Commission was authorized in 1905, upon the recommendation of Major Richardson, who was familiar with conditions in Alaska, and realized the great need and value of roads for the territory.

The work of the Alaska Road Commission is in those parts of Alaska where roads will be most helpful to the people that are developing the country. As the centers of industrial endeavor are on Seward Peninsula, the Yukon Valley, the Tanana Valley, Southern and Southeastern Alaska, it is in these places an effort is being made by the Government to improve transportation facilities. As the most important road in Alaska is the overland route between Valdez and Fairbanks, this road has been put in as good condition as available funds will permit. This is the mail route from the Alaska seaboard to the interior.

WASHINGTON ALASKA CABLE AND TELEGRAPH.

The military branch of the United States Government has established a telegraphic service in Alaska which covers most industrial centers and promising mining camps. This system consists of 2,524 miles of submarine cable, 1,403 miles of land lines, and 879 miles of wireless. The cable line is from Seattle to Sitka, Sitka to Valdez, Valdez to Seward, with branches from Valdez to Eiseum and from Sitka to Juneau, Haines and Skagway. From Cape Egan on this branch there is another branch line to Wrangel, Hadley and Ketchikan. The cable connects with the land line at Valdez; thence there is a double land line to Gulkana, where it branches, one line going to Eagle and the other to Fairbanks. Fort Gibbon, stations on the Yukon, down to St. Michael. Between St. Michael and Nome there is a gap of 119 miles, which is connected by wireless. The Government is now building a double line between Gulkana and Fairbanks.



THE VALDEZ-FAIRBANKS TRAIL



In this system there are fifty-two telegraph offices and twelve cable offices, of which twenty are money transfer offices. During year 1908, 96,521 commercial dispatches and 37,891 official dispatches were handled. The receipts of this line amounted to \$206,888.85. The Government business was handled to the value of \$144,641.12. The United States Army has wireless stations in Northern and Central Alaska at Nome, Safety, St. Michael, Fort Gibbon, Circle, Egbert and Fairbanks, and has planned to establish stations at Kotlik, at the mouth of the Yukon, Holy Cross, Fort Yukon, Bettles on the Kokukuk, and Steel Creek in the Fortymile River country. Stations have recently been constructed at Wrangel and Petersburg in Southeastern Alaska. The United States Navy has wireless stations at Sitka and Cordova, and the United Wireless, a commercial company, has stations at Katalla, Juneau, and Ketchikan.

The wireless is very successful in Alaska and is used as an auxiliary of the land system. During the winter there are frequent breaks in the land wires, caused by storms and heavy snows, which heretofore have caused delays in the transmission of telegraphic messages. During the past winter there was very little if any delay, as the wireless was used to cover the distances where the land wires were out of order. A message may now be sent from Seattle to Nome by the United States Wireless System. This message would be transmitted from the Burnside to Fort Worden, to Tatoosh, to Sitka, to Cordova, and from Cordova to St. Michael, or from Cordova to Fairbanks or Fort Gibbon, and thence to Nome. The air line distance from Fort Gibbon to Nome is 403 miles. The intervening country is mountainous, but this fact does not interfere with the transmission of wireless messages. The land system has tele-

graph stations at an average distance of about twenty-five miles. The great convenience of this system and the arrangement of telegraph stations is shown by the large amount of business handled. While the Alaska cable and telegraph

system is a part of the military plans of the United States and is under the direct supervision and management of the Signal Corps, this service has been one of the most potent and useful factors in the development of Alaska.

Tables of Distances between Valdez and Fairbanks, Alaska, Via U. S. Mail Route, Ed. S. Orr & Company Stage Line.

Dist. Miles from Fair- banks	STATIONS	Dist. bet. Sta.	Price of Meals	Eleva- tion	Dist. from Valdez Miles
364	*†Valdez	0	....	10	0
354	Camp Comfort	10	\$1.00	160	10
344	*Wortmans	10	1.00	256	20
340	*Thompson's Pass	4	1.00	2,714	24
333	Ptarmigan Drop	7	1.00	1,685	31
325	Beaver Dam	8	1.00	1,300	39
316	*Teikhell	9	1.00	1,215	48
310	Tacoma Road House	6	1.00	....	54
304	Earnestine	6	1.00	1,800	60
294	Kings (Glacier House)	10	1.00	....	70
287	*†Tonsina	7	1.00	1,475	77
280	Wayside Inn	11	1.00	....	88
271	Willow Creek	5	1.00	1,390	93
262	*†Copper Center	9	1.00	1,005	102
254	Tazlina	8	1.00	1,090	110
246	Dry Creek	8	1.00	1,490	118
236	*†Gulkana	10	2.00	1,350	128
224	Poplar Grove	12	2.00	....	140
212	Sourdough	12	2.00	....	152
198	†Our Home (Hogan's Tel. Sta.)	14	2.00	....	166
192	Abbotts	6	2.00	....	172
190	Meiers	2	2.00	2,750	174
174	*Paxson's	16	2.00	3,000	190
156	*Yost's	18	2.00	....	208
146	Casey's Cache	10	2.00	2,500	218
144	Miller's	2	2.00	....	220
131	Rapids	13	2.00	2,000	233
119	*Donnelly's	12	2.00	1,700	245
103	Gordon's	16	2.00	....	261
86	Sullivan's	17	2.00	....	278
77	Tent Road House	9	1.50	....	287
63	*†Washburn Martin's				
	(Little Delta)	14	1.50	900	301
54	Overland	9	1.50	....	310
43	*Sachaket	11	1.50	750	321
30	30 Mile House	13	1.50	....	334
20	Byler's	10	1.50	....	344
18	Johnson's	2	1.50	....	346
9	9 Mile House	9	1.00	....	355
0	*†Fairbanks	9	....	600	364

Points prefixed with a * are postoffices, and those with † are telegraph offices.

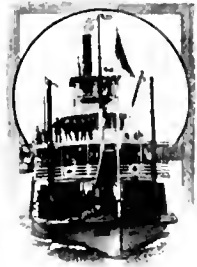


Munson's Roadhouse, Valdez-Fairbanks Trail



FAIRBANKS THE METROPOLIS

The Tanana Valley Contains 50,000 Square Miles of Territory. Fairbanks Is Its Commercial Center and Also the Largest Town in Alaska



HEN are you going back?" That is nearly always the first question that one Tananite asks another when they meet anywhere upon the "outside." Why do they nearly always go back? To the uninitiated—to

people who have never been in the interior of Alaska—it is hard to explain. The fact that they are rich or poor, makes little difference. There is something—a strength—in that wonderful Tanana Valley, where are the greatest placer mines in Alaska and thousands of acres of exceptionally fertile agricultural land, that is more congenial to strong men than any other place. The town of Fairbanks has the atmosphere of the frontier and most of the advantages of a metropolitan city. The combination is wholesome. The opportunities for ability and industry marvelous.

"But the long, cold winters?" Yes, the winters are long and the weather is very cold part of the time. But real men don't mind that. The air is dry and when the sun shines it is a climate to glory in—and work in. You have heard of the millions of gold that have been mined in the Tanana.

And the summers. Such summers! The long days; the clear, bracing air; the life on the rivers; the activities of the mining camps; the movements of the pack trains; and the wonderful growth of gardens and grain fields in the long sunlit hours.

And Fairbanks is the dynamo of the valley. This is not a eulogy, but a fact story of the development of a small portion of the northern wonderland of latent wealth.

The Tanana Valley has a permanent population of not less than 16,000 people and the town of Fairbanks averages 6,000 of this population. What do you think of a community of that size that pays out over a quarter of a million dollars per season for freight traffic alone?

Navigation in the interior of Alaska is open from about the 20th of May until October 15th, and all merchandise from the States must be shipped during that period. Naturally this is a very busy season and two-thirds of all the business for the year is transacted within these months. There are a number of merchants who only transact business during the summer months and spend their winters in the States. Also many mining men and their families are only in the Tanana during the summer. But a great many leave after the freeze-up, preferring to go out over the Valde-



Some of the Pupils of the Fairbanks School.



The Starters in the Greatest Marathon Race Ever Held in Alaska
Fairbanks, July 4th, 1909 - Won by Sullivan - Time 2 Hours 50 Minutes



Scene on Cushman Street, Fairbanks, July 4th.



Fairbanks Trail than by the more circuitous river route. This is considered a pleasure trip by many, and year after year the same people leave for the outside that way and return by the same route before the break-up. Even in the summer months the trail is used by some. Five hundred people went over the trail last September. But notwithstanding the many who do not spend the winter "inside," the difference in the summer and winter population is not very apparent, as many prospectors spend their winters in Fairbanks who are out in the hills during the summer.

THE TANANA VALLEY.

The length of the Tanana Valley in a direct line is about 400 miles long, but following the river by its crooks and turns it is nearly 1,000 miles. The valley proper is from ten to fifty miles wide, but including the table lands on either side and the entire watershed lying between north latitude sixty-two and sixty-four is an area of over 100,000 square miles. This immense section of country is rich in mineral, agriculture and timber lands. Comparatively a small portion of its creeks have been prospected and agriculture is in its infancy, although one hundred and fifty homesteads have been taken up near Fairbanks and a government experimental station has been established within a few miles of the town. A few years more and farming will become one of the staple industries of the valley. All kinds of vegetables and hay mature excellently and sell at prices that bring big wages for the labor of producing them. Grain is also grown and much of it has fully matured and ripened. The gold mines of the Tanana have produced nearly \$4,000,000.

The Tanana River empties into the Yukon at Tanana (Fort Gibbon). It is navigable for five hundred miles. The Alaska Range girds the valley on the west and to the north Mt. McKinley rears its lofty summit. These highlands are the home of big game. Herds of caribou cross the foot hills every fall. Moose and bear are plentiful and among the higher altitudes the mountain sheep is found. Of the fur-bearing animals there are lynx, fox, wolverine and wolves. The smaller game are ptarmigan, rabbits, grouse below the timber line, and many kinds of water fowl in season. The lakes and streams in the valley contain many varieties of trout and greyling.

The climatic conditions are not as extreme as is generally supposed. The mean summer temperature is about fifty degrees above zero; the mean winter temperature about five degrees below zero.



Summer at Fairbanks.
Episcopal Hospital and Mission.
First Load of Quartz Ore Brought to City.
Zeno's Stamp Mill.
Fairbanks Public Library.
Hinkley's Dairy.



Interior Tanana Club, Fairbanks.

FAIRBANKS.

Chena is two hundred miles from the mouth of the Tanana River. At this point the heavy draft steamers discharge their freight. Fairbanks is situated on an arm of the river ten miles above Chena and only small, light-draft steamers, especially constructed for the purpose, come to its water front.

Fairbanks is an incorporated town, and is governed by a mayor and city council. As much interest is taken in local politics as in any live town in the Middle West. The intelligence of its business men is above the average and they are wide awake commercially.

Fairbanks has four large general merchandise establishments, seven exclusive wholesale houses, eight retail groceries, five dry goods stores, six clothing stores, six hardware and machinery houses, four drug stores, cold-storage plants, book and stationery stores and numerous other places of business. There is an excellent bar association. The physicians and dentists are graduates from the best colleges in the United States.

The city has an excellent water system, which is kept open for fire protection the entire year by means of steam pipes laid along the ground next to the water mains. There are two steam heating and electric lighting plants with sufficient capacities to supply heat and light to all of the business houses and most of the residences within the city limits. A telephone system covers the city and connects with the towns and mining plants at different creeks.

The city has splendid public schools and a fine library. The moral tone of

the community is extremely good for the frontier. The churches are Catholic, Episcopal, Presbyterian, Methodist and Christian Science. These denominations all have comfortable buildings in which they conduct services. Two modern hospitals are conducted by the Catholic and Episcopal churches.

There is a Masonic and an Odd Fellows lodge, an acerie of Eagles, a camp of the Arctic Brotherhood and a Harmonic Society. There is one theatre, two public halls and a pavilion. The

Tanana Club is a strong social organization of the business men and miners.

There are two daily papers published in Fairbanks. They are up-to-date in every particular and their appearance is an excellent indication of the progressiveness of the people. Telegraphic news is brought over the United States telegraph lines from the cable station at Valdez. There is also a wireless telegraph station in the city. The Miner's Bulletin is a weekly devoted to union labor and has quite a large circulation among the employed miners. The Alaska Churchman is a monthly magazine issued by the Episcopal Church and is sent to all parts of the United States and to many foreign countries.

Fairbanks is well proud of her hotels. Such hostleries as the Nordale, Pioneer, Third Avenue and the Shaw House are a credit to any town the size of Fairbanks.

Three banking houses conduct a large and conservative banking business. They handle most of the gold that is mined in the valley and furnish exchange on the leading banking houses in all parts of the world.

THE SEASONS.

Now comes the winter, which creeps in gradually as the days grow shorter. By October still water has frozen and November sees the rivers solid enough for the winter traffic. After the heavy snowstorms of the early part of the season the still, clear weather of the Tanana winter settles down. It is a beautiful winter. There is little wind and the air is dry. The days are short;



In the above photograph, taken at No. 17 Goldstream, are Judge Wickersham, Major Gen. Bell, L. L. James, Major Richardson, Stephen Birch, W. H. Parsons, Falcon Joslin, E. E. Kelllogg, Huey McDonald, La Montagne, Mrs. Francis J. Huey, Mrs. Gen. Bell, Mrs. W. H. Parsons, Mrs. L. L. James. Photo by Huey.



in December there are only six or seven hours of sunlight; the rush of the open season has given place to the slow, easy life of the dull season. In town the stores open late and close early. The citizens have plenty of time for social enjoyments and there are no places where communities are more sociable than in the towns of the Tanana Valley.

The city of Fairbanks is one blaze of light at nighttime. The streets are well lighted with electric street lights and most of the store fronts and many of the residence fronts are illuminated. Every night the social halls contain some kind of social gatherings. One night it is the joyous, old-time dance; another night it is amateur theatricals; then there are basketball and curling matches and skating parties. With home parties, card parties and lodge and club entertainments, a winter spent in Fairbanks is more nearly a round of pleasure than in any town upon the "outside" for people of moderate means. Being away from the rest of the world, as it is in a way, people become better acquainted and there are not such close social lines drawn as in many places. Snobbishness is not tolerated. The people of the North only demand that you are honest.

Christmas in Fairbanks is the old-time Christmas, with its snow and evergreens and sleds and horses and Christ-



Officers Fairbanks Aero. F. C. E., 1908

centers of California, Colorado and the Black Hills country.

The clean-ups of the winter mining dumps are in full swing at the different creeks and every day brings thousands of dollars worth of precious metal to the local banks. The big summer plants commence operations, furnishing work for hundreds of men at good wages. Prosperity permeates the very atmosphere.

A little later the first steamboats of the Northern Navigation Company and the North American Trading & Transportation Company come up the Tanana from the Yukon. These boats carry the early freight from the "outside" that has been shipped by the White Pass Route via Dawson, and the cargoes are mostly fresh garden truck, fruit, eggs and meats. Shortly afterwards the heavier draft steamers from the lower Yukon begin to discharge their freight at Chena, the most of which is afterwards brought up to Fairbanks by the lighter draft steamers. Thereafter for three months, day and night, the silence of the river is broken by the bellow of the steamboat whistles and a traffic of some \$4,000,000 worth of merchandise, which is annually consumed in the Tanana Valley, is hurried by the "Salmon Trail" to Fairbanks, Chena, Hot Springs and other points along the river.

The independent boats, such as the Minneapolis, the Julia B., the White Seal, the Martha Clow, the Tanana, etc., make a number of trips each summer with merchandise and passengers to the Innok, Iditarod, Koyukuk, Upper Tanana and Kantishna. All this, in conjunction with the small motor boats and other small craft, make the life upon the river the most important thing in the development of the new country.

To the stranger a summer spent in

the Tanana is very interesting. There he will meet men from all parts of the world, a cosmopolitan population of a high order of intelligence. Miners and business men who have mined and trafficked in South Africa, South America, Australia and in the big mining centers of the United States and Canada. And most of them will tell him that Alaska is the greatest field of endeavor for men of big ideas and who are not afraid to work, of any place on earth.

Out on the creeks will be seen the biggest placer mining plants in the world. Sixty horse power boilers and



Curling on Ice in Front of Town

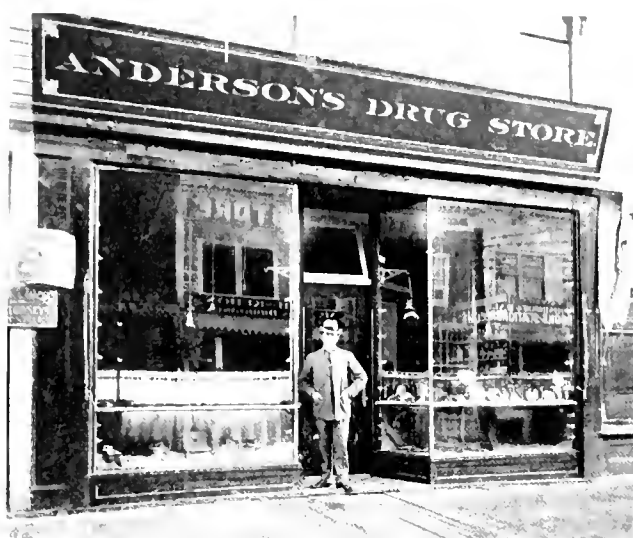
mas trees and children—and a real live Santa Claus that comes to town from out of the far north each year and makes glad the hearts of hundreds of the Tanana's healthy youngsters.

Then after the new year comes February, March and the break-up. In April the ice tumbles down the river and the smell of the green birch is in the air and the wonderful color schemes of the spring comes with the longer days. The valley awakes to sterner things. Hundreds of winter travelers come into the town. Sleds are stowed away for the summer and the pack trains and heavy freight outfits take their place. The Tanana Valley Railroad increases its daily train schedule and life is very much like the mining

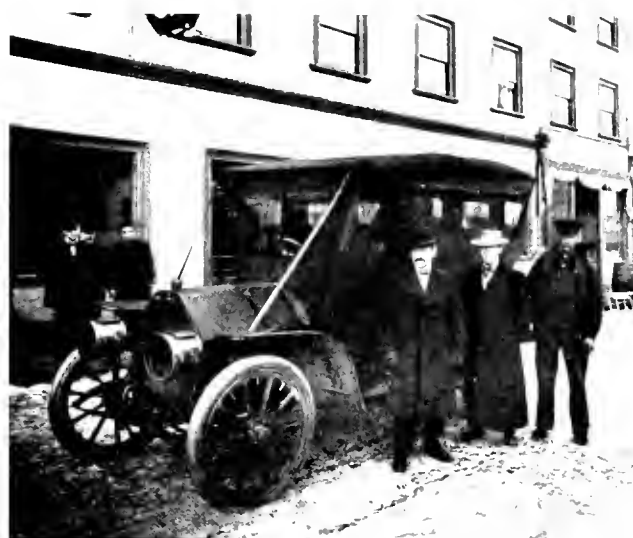


8,000 Gallon Pump Station at Fairbanks, Alaska

double drum hoists are most used and at some of the claims pay dirt is hoisted up from two hundred-foot levels. At many of the plants the huge self dumpers carry the dirt directly to the scales, boxes and clean-ups are made two and three times a week. As many as one hundred men are employed on some of the plants.



Anderson's Drug Store



Dive, Courtmanche's Automobile



Robert Lavery's Grocery



One of the Leading Wholesale Grocers



L. F. Protzman's Liquor Store



One of Fairbanks' Largest Institutions

FAIRBANKS, ALASKA - A MODERN CITY



PROSPECT OF A RAILROAD TO INTERIOR

Resources Sufficient to Induce Investment of Capital



THAT lack of transportation more than any other agency is responsible in retarding the development of Alaska, is conceded by any one at all familiar with Northern affairs.

For the lack of proper transportation facilities the greater portion of an empire of mineral resources lies dormant of industry. Every Congressional committee, every government official, indeed even the casual visitor to Alaska,

as clearly as the resident, sees the urgent necessity of building railroads to promote the territory's proper growth.

In the interior of Alaska the great cost of moving freight by team from points on navigable waters, together with the difficulty and uncertainty of moving it at all, constitutes the main obstacle to the growth and development of the district. The cost, when it can be done at all, ranges from one dollar with first-class wagon roads to ten dollars a mile for each ton on trails and streams.

For this reason of all the vast rich area of Alaska only a very narrow fringe along navigable waters has been developed to any extent. Fifty miles from the coast or from a navigable river, no matter how rich the soil or how alluring the prospects, the pioneer must leave it alone until better transportation can be obtained. It is true the prospector with pack on back has penetrated every quarter, however remote, and found and located vast seams of coal, great fields of gravel carrying gold, and ledges of copper and gold-bearing quartz, but cannot work them or extract their wealth until railroads come.

Alaska should have within the next few years at least ten thousand miles of railroads providing arteries of commerce from the great valleys of the interior to the seaboard. It needs immediately a trunk line from the tidewater on the South coast to central points on the great navigable rivers of the interior.

Several projects have been at foot during the past few years looking toward the establishment of such a main artery

of commerce. Three routes for the construction of a railway into the interior have been deemed feasible, namely: through the Susitna Valley, the Copper River and the Chilkat Valley. The length of such a line would be approximately five hundred miles. Through two of these valleys railroads have already been started: the Susitna and the Copper River. Seventy-five miles of track has been laid on the former and one hundred miles on the latter route.

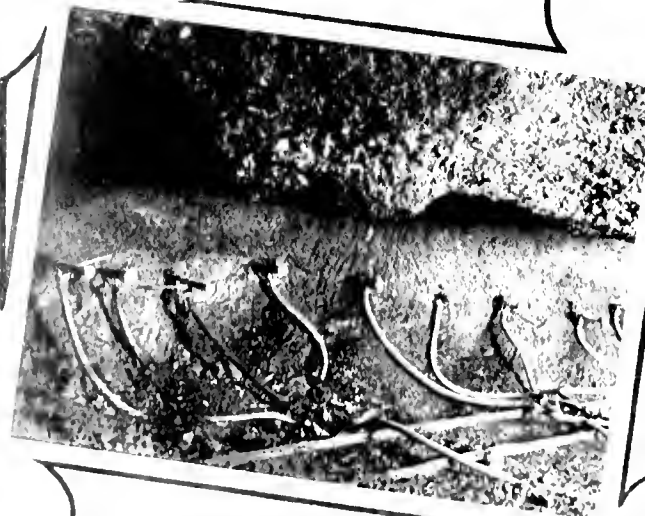
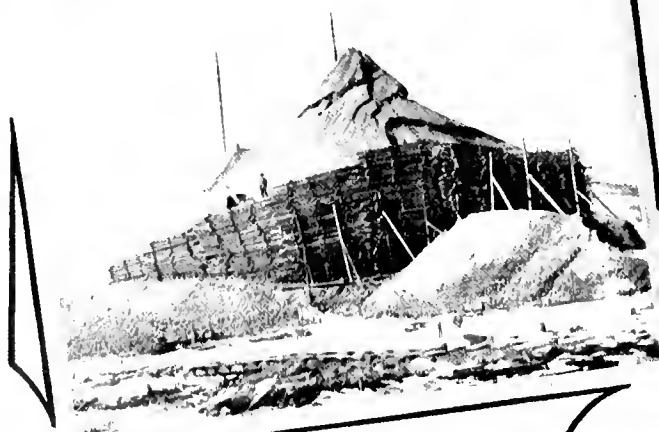
The exorbitant concessions demanded by private capital as an incentive for railway construction in this field of unestimated latent wealth and large opportunity, should offer cause enough for the government to engage in such an enterprise on its own accord. Other governments have found it extremely profitable to undertake railway building. More than 5,000 miles of railroad is under construction in the Canadian provinces on approximately Alaskan altitudes. The Russian government has built over 10,000 miles of road in comparatively barren Siberia. Our own government has but recently been the guarantor for the construction of over 1,000 miles of road-bed in the Philippine Islands. Alaska compares favorably with any of these countries. It is five times the area of the Philippines, and its trade with its handful of people is three times as great as that of the islands.

There should be government aid for the construction of at least 2,000 miles of railroad in Alaska. This does not involve land grants or subsidization, however. It is not necessary to do this in order to insure railway construction. The United States government has already demonstrated that subsidization is not necessary. In the Philippines a plan guaranteeing the interest at four per cent on the cost of construction and retaining a lien for any payments which might be made, has been followed with remarkable success. The same thing might be done in Alaska. No bonus of lands or money need be given, simply governmental credit to tide over the infancy of the road's development. If the roads proved profitable and earned their interest, then there would be no payments by the government. It is a perfectly just method of encouragement and may be opened for competitive bidding as was done in the Philippines. The rates and operation of the roads could be made subject to the control of the Interstate Commerce Commission.

Falcon Joslin, President of the Tanana Valley Railroad, has said regarding the extension of these rail lines into the interior: "It is believed the roads would become among the most profitable in the world." Their course would be laid through probably the most valuable mineral lands in the world. The road-bed would naturally be engineered to follow as closely as possible the mineral leads, and it is believed that a station could be established every twenty or thirty miles along these routes, and that gold and copper or coal mines would be opened near every station. Such lines would tap a country producing more gold than California, holding more copper than Montana and more coal than Pennsylvania. This wealth of resources would insure an extremely profitable traffic for railroads. It is well known that a mining district produces far greater tonnage than an agricultural country. A single mine will produce as much tonnage as hundreds of square miles of agricultural lands. And Alaska is full of mines, waiting to be developed and to have their ores shipped to the markets of the world.

The construction of 2,000 miles of railway would within a year or two multiply the country's present population many times, and its present trade of \$60,000,000 per year would rise to probably \$200,000,000 or more within a very short time. The entire nation would feel the stimulus of this volume of domestic trade and be benefited.

The position of the people of Alaska is strikingly similar to that of California in the early days, and the time has come when they have a right to demand some attentions from the government. Good trails and wagon roads have been provided by the government in the North. Why cannot railroads be provided in a similar manner? Why cannot the Philippine plan be followed in our northern possession? This is a propitious time for the government to establish a new precedent in the matter of encouraging railway building. In the days of extension of our western frontier toward the Pacific the gifts of land to the transcontinental roads was justifiable, it was fair. At that time railroad building and operation had not become a very exact science. It was the experimental age of railroading. Steam traffic was itself in its infancy. Now conditions are different. What was proper governmental encouragement in that day would be simply "pie" in this day.



PICTORIAL STORY PLACER MINING IN TANANA

Property Union Mining Co., 17 Goldstream. 1. 1. James' owner, Geo. La Montagne layman. Winter dumps on No. 7 Below
 Point, John E. Holmgreen owner. Carrier in action on No. 16 Goldstream, Aulert & Co., owners. Battery of Points, under-
 ground Union Mining Co. Mining underground, No. 3 Above Fairbanks, Meehan & Larson owners.

Engraving by Martin, & Bros.



PLACER MINING IN THE TANANA

District Has Produced Nearly \$50,000,000 in Gold in Seven Years



SO much has been written regarding the Placer Mines of the Tanana Valley, that very little space is given to the subject here.

There have been seven years of active mining in the valley.

During this short period, despite the difficulty of getting machinery on the placer ground, the total gold product of the district has amounted to nearly \$50,000,000. Comparatively a small portion of the placer area has been prospected.

The most valuable deposits so far have been found in the vicinity of Fairbanks, and in most cases the pay streak is deep beneath the surface. There has been comparatively little open-cut mining done. Most of the work has been done by drifting. Mines are operated where a

shaft as deep as 180 feet is sunk to reach the pay streak. On Chatanika River there is a shaft 315 feet deep. This shaft cuts several auriferous gravel strata, and prospecting is under way to determine if any of these strata contain sufficient pay to be profitably operated. It is obvious that old channel deposits of auriferous gravel, lying at a depth of from twenty feet to 180 feet beneath the surface of the earth, require much time and labor in prospecting. The miners who hunt for these pay streaks have courage and faith in the country.

The principal producing creeks in the Fairbanks District are Cleary, Fairbanks, Ester, Dome, Goldstream, Pedro, Vault, Little Eldorado and Engineer. There are a large number of streams of lesser importance at present, but further prospecting may place them in the list of large producers. Cleary Creek has produced more gold than any other stream in Alaska. The yield from this stream is prob-

ably \$10,000,000, and the stream is only seven miles long.

Possibly Goldstream is the most promising of all these creeks, as it is forty miles long. Only a small section of it has been prospected, but there are indications of a continuous pay streak. Should this pay streak prove to be continuous the entire length of the stream it will unquestionably be the biggest producer of the gold-bearing creeks in the Northland.

Important discoveries recently made in the Hot Springs Mining District, 100 miles west of Fairbanks, indicate that a large quantity of gold will come from this region next season and during many succeeding years. The gold-bearing streams of this district are Sullivan, Thanksgiving, Glen, Eureka and Baker. Operations have been under way for some time to mine the gold in Glen and Eureka Creeks, but Sullivan Creek is a

(Continued on Page 56.)



Photo, by Hunt

Winter Dump, Goldstream, Alaska, Property of No. 10,000,000, Ltd.
Placer Ground, on Engineer Creek, Property of C. S. & J. L. Co.
Part of Owl Association, Engineer Creek, Sam H. H. Co.



THE QUARTZ OF THE TANANA VALLEY

By F. E. BECKER



The invariable rule has been that placer mining has been succeeded by quartz mining and the production may be expected to increase, rather than diminish. * * *

The history of the Klondike is too brief yet for any theory to

work out, and in the Tanana we are in the very infancy of the industry. You may stand tomorrow on Pedro Dome and know that from within a circle whose radius is 10 miles has come one-third of all the placer gold produced in the United States since 1904."

These words, written two years ago, by Frank W. Hawkins, gold-dust expert of the Washington-Alaska Bank of Fairbanks, probably the best informed man on the subject of Tanana placer gold and its production, true at that time are even more significant at this day when twenty millions more have been added to the world's wealth from the frozen gravels of the district so tersely described.

They are given here because they epitomize the idea upon which this article is based and because their author has advanced the best hypothesis yet heard upon which to predicate a working theory for the development of the quartz of the Fairbanks district.

Pedro Dome, be it known, is the highest point in the vicinity of Fairbanks and lies in the heart of the gold producing area of the Fairbanks Mining District. Whether it is the worn off stub of a row of jagged fangs that once reared ice-capped points in the Arctic night or is the summit of an intrusive mound forced from the molten depths of the earth, is a geological query yet to be solved, but certain it is that a more or less unvarying line drawn through it to Coffee Dome on the eastern extreme and to Ester Dome on the western limit of the placer fields will pass across or near the known quartz deposits of this section.

This fact may have no significance beyond being a coincidence and yet again it may be the very nub of a great truth.

Mr. Hawkins sees in it the basis of

his theory on the origin of Tanana placers. He sees a great mineralized belt where quartz ledges, fixed in their ancient beds have sloughed off the golden fragments which restless elements carried to bed rock channels.

He believes in the existence of a great mineralized dyke of intrusive matter stretching across the country, forced up along the line of least resistance wherein lie the veins and lodes which fed the wonderful placer deposits of Dome creek, Fairbanks, Cleary, Pedro, Ester and other creeks of this district.

The theory is necessarily general for quartz mining in the Tanana is not even in its infancy; it is in embryo.

Yet, in spite of this the developments of the last twelve months have tended in a way to support this theory and it may be confidently asserted that the work of the next few years will demonstrate its entire soundness.

Branching out from a focusing point almost as the spokes of a wheel, five of the producing creeks of the district, among which are three of the stars, run in different directions from Pedro Dome whence come the head waters.

They brought their placers from the higher levels which is the same as saying they must have brought them from Pedro Dome itself, or from its near vicinity.

It is a matter of knowledge that the creeks heading on Pedro Dome have no monopoly on placer production. Ester Creek, heading on Ester Dome, 20 miles away, has been one of the rich producers while in between at haphazard intervals other creeks have been found where the gravels have yielded their hidden treasure.

But as contradicting the theory that the sources of these placers lie in irregular and indiscriminate deposits of ledge matter comes the direct proof that well-defined leads have been found near Ester Dome and Pedro Dome with a strike, traced for a considerable distance in a line conforming to the imaginary one heretofore described.

The pioneer quartz discovery which first brought the matter of quartz possibilities seriously before the public was

the Skoogy Gulch find of E. W. Hercherger, made in September, 1908.

Skoogy lies close under Pedro Dome on the southeast slope and the ledges uncovered there are among the most promising in the district. The work done there has uncovered veins in place, rich in free gold, with continuity of strike and dip, furnishing ample incentive to men with quartz knowledge to justify the expenditure of considerable money in development.

Across the ridge and still clinging to our imaginary line we come to the head waters of Cleary where, along a series of short creeks and traversing them in a uniform direction there extends a well-defined local zone consisting of a series of veins of varying richness where are now located some of the most valuable quartz mines in the Tanana.

On these creeks, Willow, Bedrock, Chatham and Wolf a number of companies, formed last year, have done considerable work, expending money as it could be secured from a few of the faithful, and now after the expiration of a year from the real beginning of the work, it can be said that they have real quartz mines.

The property of Rhodes and Hall on Bedrock where a vein of great richness has been traced through both end lines of the claim and followed to a depth of a hundred feet with a width of about 4 feet, at its greatest depth, where it was found to be expanding, is pronounced by experts, who have examined it, a claim of great potential value.

A five-ton run of ore from this mine, put through the 3-stamp citizens' test mill in Fairbanks without attempt to save the concentrates, brought better about \$250 to the ton.

The properties of the B.-P. Mining Co., Pioneer M. Co., Tolovana M. Co., Tanana Quartz & Hydraulic M. Co., Jupiter-Mars M. Co., and many others that were incorporated at the time of the first quartz boom and which have been developed as funds could be secured, are showing up with varying richness, but in all instances it might be said the work of the properties has been such as to give fullest encouragement and to leave them only anxious to proceed further.



AN ASSAYER'S STANDPOINT ON QUARTZ

By L. M. DRURY



GENERALLY speaking, an assayer's opportunities for knowing the quartz mines in his district are necessarily limited to samples selected by others. He does not know whether the sample is fair or prejudiced one way or the other. The true sampler is a machine and very few persons can hold themselves to a true sample. In the case of the writer, the advantage has been available to compare results from samples with actual mill tests on lots of a ton or upward. For several months, our firm had charge of the citizens' stamp mill and, although most of the results were ostensibly made public, we were in position to know. However, the writer does not wish to be understood as betraying professional secrets, or including in this article any data without special permission. All figures used are either a matter of public knowledge or have been specially authorized.

It would, perhaps, be well to classify the different characters of ore received by us and treat them under separate heads. I will use for the classification, first: The so-called free-milling or partially free-milling quartz, the values in which being confined to gold and silver; secondly, the lead-silver ores typified by deposits of argentiferous galena on Chatham and the head of Cleary; thirdly, copper-bearing ore, and lastly the rarer minerals for which there is of late an augmented demand.

Up to date, the first class is by far the most important, owing to the fact that no great outlay was necessary to ascertain values by a practical mill test. There are at least six different properties that have made such tests to supplement assays and have found that their rock yielded \$50 a ton or better in free gold. It should be borne in mind that no attempt has been made to save tailings for concentration except by Mr. Lucien Rhodes. Samples of his tailings were saved and concentrated on our table of the Welley type, more as an experiment than otherwise. The concentrates, however, were valuable and represented probably 3 per cent. of the ore. There is no doubt but that other properties have valuable concentrating ore, but as the Citizens' Mill is equip-

ped with plates only for saving values, such concentrates have been lost.

Specific information is always the most desirable, so the following data will be given:

Assays made for E. W. Herchberger on rock from his Cleary Creek properties show from a few dollars up to \$206.78 a ton, while a mill test on 6 tons of ore gave returns of \$50 per ton in free gold. His concentrates have not been tested, to my knowledge.

The Eva Creek ledge, on which Sam Moe and partners have been working, has returned good values from assays and a mill test on one ton of ore showed practically \$50.

Mr. Frank Lawson, of Fairbanks Creek, has had several good samples assayed and mill tests actually show close to \$100 a ton free gold with money still in the tailings.

Madden & Whitman, of Skoogy Gulch, have had definite returns from a test lot in the Citizens' Mill that showed close to \$100 a ton, while the tailings contained several dollars.

Not having seen Mr. Rhodes in regard to using assays made for him, the writer is unable to use some very encouraging figures. It is a matter of record, though, that a recent mill test on 5 tons of quartz netted him \$250 a ton after a large outlay for power, water and transportation. It was on this lot that the concentrates were tested and showed a valuable product. The ore was from the Bedrock Creek property.

Assays made for Tolovana Mining Co. show values from a few dollars up to \$2839.87 a ton. This last was a pulp sample. Concentrates from the same property, obtained by panning after extracting free gold by amalgamation, gave results of \$95.00 per ton. The per cent. of such concentrates is not available. This property adjoins the property of Rhodes & Hall.

Very similar to the rock of Rhodes & Hall and the Tolovana Mining Co. is the ore taken for the Pioneer Quartz Mining Co. and the Jupiter-Mars Mining Co. The Pioneer Quartz Mining Co. was the first to use the Citizens' Mill, and though a large percentage of their values was lost in tailing during the experimental stage of the mill and

during readjustments, the showing made by the ore was satisfactory. In fact a laboratory mill test on a seven-assay ton sample of their rock yielded values close to \$4,000. In this, the ore shows similarity to other properties near, in that the ore grades from a few dollars up to specimens of picture rock.

Other properties situated on Skoogy Gulch have run test lots through the mill to confirm assays and the results were not discouraging, although actual figures are withheld from the public.

Under the head of the first class, I will mention that on certain placer claims in this district, the black sand or placer concentrate shows a large amount of sulfides of iron that run from \$800 to \$3000 a ton. Later, there will probably be found a valuable deposit of concentrating ore.

Before we pass to the second group, as lack of space prevents mention of many promising assays, the following facts should be emphasized: Considering the small amount of work done on quartz in this vicinity, the general distribution of commercial ore and the fact that all values found by mill tests so far are absolutely the minimum, the showing is worthy of serious thought.

The second class of ore typified by the silver bearing galena on Chatham and the head of Cleary is by no means an unimportant one. Assays on ore from the head of Cleary have given \$27 a ton in silver and gold, the lead not being figured. The percentage of lead would probably run from 40 to 60. There is also a large deposit of massive galena some 100 miles from Fairbanks which I am not at liberty to describe or locate, except that the values run over \$100 and the ore itself is an ideal smelting proposition.

The Silver King properties in the Koyukuk district are more than worthy of mention and certificates of assay already made public show values around \$80 per ton. This is also an ideal smelting ore.

As yet, the best showing for copper comes from the Tanana Slope of the mountains less than 100 miles south of Fairbanks. A sample taken across a 30-foot face of an ore-bearing formation yielded 7.2 per cent. copper, a won-

(Continued on Page 56.)



THE VALDEZ-FAIRBANKS TRAIL

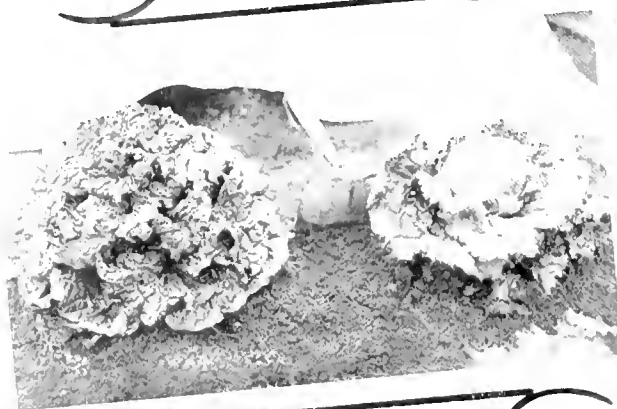


Photo by P. J. H.

Turnips Grown Near Nome
Potatoes From Copper River Valley
Lettuce Grown at Valdez

Engraving by Moring & Blake

Cauliflower Grown at Valdez
Potatoes Grown near Valdez
Turnips Grown at Valdez



THE AGRICULTURE OF INTERIOR ALASKA

By C. C. GEORGESON, Special Agent in Charge of Alaska Investigations



INTERIOR ALASKA comprises the region north of the coast range. It is an empire in extent, rich in a wealth of natural resources. It is unnecessary to speak of the gold, copper, coal and other minerals found in this territory.

I shall here confine myself to the agricultural possibilities which many consider non-existent. Comparatively few people, aside from those who have business interests in the country, visit interior Alaska.

Those who have been there as miners or prospectors are more or less familiar with the products which can be raised in that country, but aside from these the general public have but a vague idea of the character of interior Alaska. They carry in their minds the pictures in the geography of their school days, which would show a cake of ice, with a few seals and an Eskimo with a spear in pursuit of them; or a ship in pursuit

of a whale; or the winter dwellings of the Eskimos, consisting of snow and ice. These early impressions remain and they are hard to eradicate, even in the face of facts which prove the conditions to be far different from the old established notions. The writer estimates that there are ninety thousand square miles in interior Alaska which can be utilized for agriculture or for grazing purposes. This comprises the Yukon, the Tanana, the Copper, the Matanuska, the Susitna and the Kuskokwim river valleys. Not all of the land in these valleys is susceptible of culture, but a very large portion of it is and a still larger area on the hill sides, and many places where culture is impracticable are valuable for the grazing of cattle and sheep.

Perhaps I cannot do better than to tell the story of one of our experiment stations, *i. e.*, the one at Rampart, in the Yukon Valley, in latitude 65° 30'. In the summer a selection of average land was made on the north side of

the Yukon River, to be used as an agricultural experiment station. It was not selected because of special qualities above those peculiar to other portions of the Yukon Valley, but chiefly because it was close to a settlement, where the boats would land, where communication with the outside was possible and where freight could be received and sent with the least expense. It was a rolling piece of densely wooded forest land, comprising 320 acres. That summer about half an acre was cleared. In the spring of 1901 this half acre was seeded to barley and oats and the first crop was harvested in August of that year, for these grains grew up and matured in the latter half of that month. For want of funds no further work was done at this station except the seeding and harvesting of this half acre yearly, until the summer of 1904. In July of that year, Mr. F. L. Rader took charge of this experiment station and the work of clearing and building was begun in earnest. The clearing was gradually ex-



Greenhouses and Truck Farm, Fairbanks
Mining and Farming, Gilmore, Tanana

PHOTOGRAPH

Rickert Farm, Fairbanks
Fruit and vegetable growing



THE VALDEZ-FAIRBANKS TRAIL



James Fish's Homestead, Copper Valley



Rampart U. S. Experimental Station

tended until the past year, when there were 16 acres in crop. A neat little cottage was built, together with barn, implement shed and other necessary structures. During all these years there has not been a single failure of crops at that station. We have grown a great many varieties of grains by way of learning what sorts would do the best in that region, and among them have been late maturing sorts. These have sometimes failed to mature, but early and medium maturing grains, such as Burr's Extra Early Oats, North Finnish Black Oats, Mansury Barley, Sisolik Barley and many other kinds, have invariably matured, and not only have spring-seeded grains of this character ripened, but also winter rye and winter wheat. We have found that it winter grain is sown in August, so as to get a fair start before the freeze-up in early October, these grains will survive the winter, provided always that there is a good covering of snow, and they will mature the following August. We have repeatedly matured small patches of winter rye and winter wheat treated in this manner. Portions of these grains have also been winter-killed when it happened that they were so located that the snow would blow off the ground

and thus leave them exposed to the severe cold.

That it should be possible to harvest grain crops in this far northern latitude every year for nine consecutive years will prove to most fair-minded people that the county has agricultural possibilities of a fairly high order.

It is almost unnecessary to mention the fact that hardy vegetables of all kinds are grown to perfection, and have been grown ever since the prospector came into the country. No better lettuce, radishes or turnips can be found in any country than are grown in this and other regions of Alaska. Potatoes will do particularly well if due care is given to the selection of varieties, for as everybody knows all potatoes are not equally productive or produce an equal quality of tuber in all situations.

The summer is short; seeding can usually not begin until from the 10th to 15th of May and sometimes later, and killing frosts occur in the neighborhood of Rampart about the first week in September. This leaves three and a half months in which to plant, grow and harvest crops. The winter is, of course, correspondingly long, and when live stock is kept it is necessary to provide an abundance of winter feed. This feed the country supplies from two sources; first, hay from the native grasses. This hay, if harvested early, before the stems become too woody, is of good quality and sufficiently nutritious to maintain both cattle and horses in fair condition all winter. Our work team at Rampart has been sustained largely from this source of feed. The second source is the grain which the farmer himself can grow, and for this purpose we have found nothing better than a vigorous variety of oats. But frequently we have

not been able to select varieties for this purpose and have been compelled to seed common feed oats such as could be obtained in the stores, and even these have given satisfactory results.

The past season eight acres of newly cleared land produced as fine a crop of oats grown for hay as one could wish to see. There is therefore no question about the prospective farmer's ability to maintain his live stock in that country. I submit herewith a few photographs taken at the Copper Valley and the Fairbanks Stations, which will give the reader an idea of the appearance of the crops.

I am frequently asked, how many bushels of this or that crop can be raised in the interior, and in most cases I am compelled to reply that I do not know. We grow many varieties of grain in small plats with a view to test them. We grow them for seed with a view to select seed grown from them and for the purpose of improving them. The question of yield does not enter into these experiments. Moreover the question of yield is largely one of fertility of the soil. If the soil is rich and produces a rank growth the yield is usually large. If it lacks fertility the farmer can supply this element by judicious culture, green manure and the use of stable manure. He can increase the fertility of his fields and thus increase the yield. The yield is therefore a question of secondary importance. The vital question is, what varieties of grains can be successfully grown, and we have demonstrated that barley and oats in many varieties and also winter rye and winter wheat can be grown successfully. In the summer of 1908 we even harvested a plat of winter barley. It was seeded in the fall of 1907 as an



Mowing Grain Hay, Copper Valley



THE VALDEZ-FAIRBANKS TRAIL



Photo by E. H. Nelson.

A Load of Hay in the Corral.



Photo by E. H. Nelson.

The Old Valdez Haystack.

experiment. A covering of about three feet of snow protected it during the winter and in the spring it came through with a thin stand to be sure, but that which survived matured by the beginning of August.

I will add just a word about the Fairbanks Experiment Station. A tract of about 1,400 acres has been selected, and we began clearing land in the summer of 1907. This was seeded in the spring of 1908 and we harvested a small crop of barley and oats that summer. The clearing was extended and the past season we had thirty acres in crops, mostly in feed oats with a view to winter the farm teams, but experimental plots of many varieties matured before frost, as they did at Rampart. The

plan is to extend the clearing as fast as funds for this purpose are provided, and to eventually farm that station on a large scale with special attention to the profit and loss account, so as to see what it is possible for the ordinary farmer to do under similar conditions. Labor is costly in that region at the present time. At Rampart wages are \$6.00 a day without board, and at Fairbanks wages are \$7.50 a day without board. The clearing of land is therefore costly and one must use team work and machinery as much as possible in order to save hand labor. These conditions will change, however, with the influx of population and the improvement of transportation facilities. There is at the present time good money

in the growing of hay. The price of hay varies greatly in different sections of the country, according to the cost of freighting it in. Native hay is worth about \$50.00 a ton at Rampart and oat hay from \$75.00 to \$100.00 a ton. At Fairbanks hay is worth from five cents to seven cents a pound, according to quality and scarcity of the article.

In the vicinity of Fairbanks there are more than 30,000 acres of homesteaded lands and there are also a number of well kept and productive farms. Wheat, barley and oats have been grown to maturity, but most of the grain that has been planted has been cut for hay.

It is obvious that Alaska can produce all the garden and farm truck needed for local consumption.

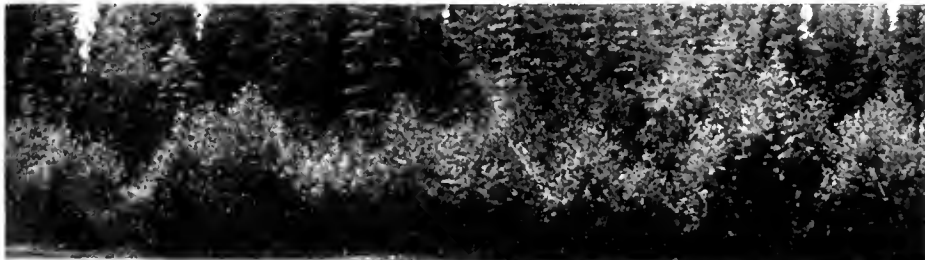
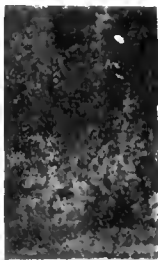
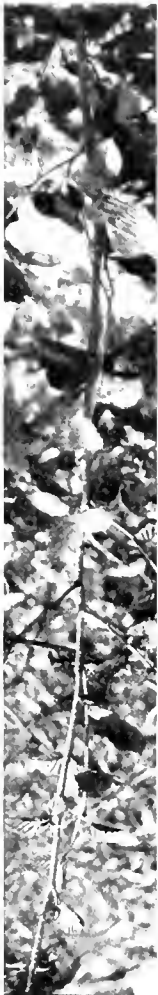


Photo by E. H. Nelson.

Hotel at the Station, Fairbanks.



THE VALDEZ-FAIRBANKS TRAIL



Travelling to Mering & Bate
All of the Territory Adjacent to the Valdez - Fairbanks Trail is a Great Game Country



FURS, FEATHERS AND FINS

Pertaining More Particularly to Prince William Sound and Country Adjacent and the Valdez-Fairbanks Trail

By GEO. C. CANTWELL



WHILE Alaska's mineral resources at present occupy the limelight in the public eye, little is heard of the fish in its waters, the game of the hills or the birds of the air; for aside from its vast storehouse of mineral Alaska is the haunt of myriads of birds and watertowls; the chosen home of our largest game animals and the source of great profit from its fisheries and fur industry.

Species with jet black body and long flame-colored bill, noticed among the rocks at the edge of the surf seeking mussels and shell fish, which are opened with their peculiar shaped bills. Of salt water birds two kinds of Loons are common, the Red-throated Diver and the Northern Loon, and half a dozen varieties of Grebes, often called "Hell-divers," their white silky breasts being in demand for various trimmings for the fair sex. In the vicinity of the open sea one will find isolated islands used as a breeding ground for many of the real sea birds living together as a great happy family.

The Gulls, of which the Glaucous winged is our common bird, occupy the top of the rocks, arranging a slight nest among the dead grass where their three brown spotted eggs are laid, the warm sun doing the greater part of the hatching process.

While there are no Quail in the country, the family is well represented by the beautiful Ptarmigan: two varieties of which are abundant, the Rock Ptarmigan of the mountain tops and the Willow Ptarmigan of the lowlands, both species turning white in the winter; the Rock Ptarmigan entirely so, while the Willow Ptarmigan sports a black tail. The mountain bird is the smaller of the two and is erroneously called "Mountain Quail," while the soundrough name of "Tomicans" is applied indiscriminately to both.

Owls of half a dozen species occur, from the Great Grey with a four-foot spread to the diminutive little Pigmy Owl, no larger than a sparrow.

Both Bald Eagles and the Golden Eagle inhabit the country. The latter is found in the interior mountain regions, the former a very common bird all along the coast, where their huge nests are a conspicuous feature of the landscape. The young birds of the Bald Eagle first appear in a black plumage and do not acquire the white head and tail of the adult until three years of age. For this reason they are often classed as a different bird—the so-called Black Eagle, in which stage they bear some re-



Waiting for Lunch Sea Gulls, Valdez Bay

To one not familiar with conditions it is generally a matter of surprise to know that in the case of birds nearly all the species that inhabit Puget Sound occur here also, together with many that are peculiar to this country alone. For instance, among the game birds we have a great variety of ducks: Mallards, Pintails, Gadwals, Widgeons, Bluebills, green and blue winged Teal, Goldeneyes, Butterballs, Longtails, Canvasbacks, Harlequins, Scotters, Sheldrakes, in fact, nearly all varieties except the eastern Wood-duck. Among the larger waterfowl are two species of Brant; both Canadian and the Blue Goose, Trumpeter Swan and Sandhill Crane. Waders are represented by Golden Plover, Hudsonian and Esquimaux Curlews, Red-breasted and the Jack Snipe, and over a dozen varieties of Sandpipers, Turnstones, Surf birds and Oystercatchers; the latter an interesting spe-



Phalarope

Moose Mountain



THE VALDEZ-FAIRBANKS TRAIL



Photo by Cartwell.

A Flock of Ptarmigan.

semblance to the Golden Eagle, but can readily be distinguished by the legs; those of the Golden Eagle being feathered to the toes, while the Bald Eagle's are bare from the knee down.

To the westward of Valdez is the home of giant Alaska Moose, the Woodland Caribou and the Kodiak Bear, each the largest of its kind. The smaller Black and Brown bear are to be found in most any likely locality; not a few are each year taken near the town of Valdez. In the interior lives the rare and little known Glacier bear, a small, cream-colored fellow, who has a reputation of always being on the fight.

Mountain goats are plentiful in the vicinity of certain glaciers near the coast, while inland are found the White Mountain sheep of Alaska, an animal totally different from the dark Big Horn of the Rocky Mountains, and only until recent years has it been known to science.

Rabbits, or, correctly speaking, the Northern Hare, that change to white with the first snowfall, are abundant at some seasons and almost unknown at others, dying off at times by the thousands as though stricken by a plague. At such times they will be found everywhere lying dead in the trails or their carcasses floating down the streams, requiring several years before they are sufficiently numerous again to attract attention.

Among fur bearing animals the country is famous for its Marten, Beaver, Mink, Land Otter, Lynx, Wolverine, and its many Foxes—the Red,

Cross, Black, Silver Grey, and Blue Fox, the latter a semi-domesticated species that is raised extensively for its fur on several of the islands adjacent to Valdez; to say nothing of its leased fur seal privileges and occasional captures of the now very rare Sea Otter, bringing the aggregate of Alaska furs to a handsome figure.

Probably nowhere are Ermine so abundant as in Alaska. One hardly recognizes the brown-coated little Weasel in summer as the Royal White Ermine of winter, although they are the same.

A pale variety of the eastern Red Squirrel is found in the wooded sections. Ground Squirrels are everywhere abundant, and in the mountains are found the Marmot, a first cousin to the Woodchuck of "back east." And generally associated with the Marmots or "whistlers." Among the rock slides are found the shy little Conies or Little Chiet Hare, whose plaintive cry is characteristic of the barren hills.

Porcupines are met with everywhere in the woods. Lazy, sluggish creatures, quite harmless unless the fur is rubbed the wrong way. They are not bad eating when the larder is low—very low. Even in this enlightened age there are still people who declare these animals throw their quills at an enemy.

Fish, of both salt water varieties and the inland waters, are everywhere in great profusion. Splendid sea bass fishing can be had along the rocky shores near Valdez, and the Prince William Sound country is one continuous fishing ground where Halibut and Red Snappers are brought up from the dark depths below at any season of the year. Cod, Herring and Salmon from Alaska are world-famous. Fine strings of Dolly Varden Trout can be caught in the lake stream near Valdez while the salmon are running up its waters to spawn. And in the interior in many of the little brooks are Mountain Trout, red spotted little chaps with orange-colored bellies, a delicious addition to the prospector's rather meagre bill of fare. The Greyling, another game little fish, is found in many of the streams tributary to the Copper River; for instance, in Trout creek at Tonsina one can catch both Trout and Greyling from the same pool.



Black Bear Skins from Iditarod.

Photo by P. S. Hunt.



THE SALMON TRAIL

The Inland Waterways of Alaska

THE Salmon Trail" was the name given to all navigable streams by the old Hudson Bay traders. It is generally conceded that some kind of a boat can navigate any waters where the salmon go. Space will only permit here a very general article regarding the two most important Alaska Rivers.

The Yukon River.

The Yukon and its larger tributaries are the chief means of transportation for the vast area of country within its basin. From June to October practically all supplies consumed by the population of the interior of Alaska within the Yukon Valley are taken into that country by water transportation over the routes afforded by the navigable streams and distributed at points where they may be used or obtained for places not located directly on these routes. A number of large stern-wheel river steamboats, together with freight barges, carry the freight to points along the main course of the Yukon and up Tanana River to Fairbanks. Most of this freight is taken up the Yukon from St. Michael, near the river's mouth on Bering Sea, after it is delivered there by ocean steamships from Seattle and San Francisco during the summer, as this part of Bering Sea is closed by ice from November until June. Some supplies, mostly perishable, are brought down the Yukon from the

head of navigation on that river at White Horse, in Canadian territory, where connection is made with the White Pass and Yukon Railway. This railway extends for 111 miles across the Coast Range from White Horse to Skagway, on the Pacific coast of Alaska, where ocean navigation is open for the whole year to Seattle and San Francisco. Freight for the Alaska Yukon brought in by this route is bonded through Canadian territory and transferred from Canadian to American carriers at Dawson. Supplies shipped in the spring by this route reach destination on the Yukon earlier in the summer than if sent by way of St. Michael, as the upper Yukon is open to navigation at an earlier date.

From various points on this trunk route of transportation through the center of the country smaller steamboats extend the distribution of supplies up all the important tributaries of the Yukon for greater or less distances, as occasion may warrant, and when these boats reach the limits of navigation to which they may proceed, the supplies are distributed still farther by employing shallow-draft scows of 5 to 10 tons capacity, towed by horses, or light-draft poing boats, that carry from 1 to 2 tons, propelled by men.

Kuskokwim River.

The Kuskokwim is the second largest stream in Alaska and is perhaps the best river for steamboating in that country, with the possible exception of the Yukon. Steamboats of large size can ascend the river about 650 miles to the confluence of its two principal headwater branches,

the East and South forks, and smaller steamboats have been up the South Fork about 40 miles above this junction and no doubt could also ascend the East Fork for some distance. Boats with a draft of 2 feet have ascended Takotna River, a large tributary of the Kuskokwim that heads against the sources of the Innoko, for a distance of about 60 miles to a point within 25 miles of Gaines Creek.

The Kuskokwim has not been used to any great extent as a route for the transportation of supplies, because the country within its watershed has not been prospected or developed, as has the territory within the Yukon basin. Another reason is that Kuskokwim Bay and the estuary or tidal portion of the river's mouth has been considered a hazardous locality in which to navigate ocean vessels, but this opinion appears to be due more to the fact that this part of the Alaskan coast is mapped only in rough outline, and is not known in a detailed way, even by the very few who have some personal knowledge of these waters, rather than to the presence of any real dangers to navigation other than those caused by lack of acquaintance and proper charts for guidance. When accurate surveys of Kuskokwim Bay and the mouth of the river are made and the channels that run through its extensive shoals are properly marked, ocean vessels with a draft of 12 feet may enter and ascend it to Bethel with safety and dispatch.

Congress should make an appropriation for the charting of the waters of the Kuskokwim Bay and River this summer.

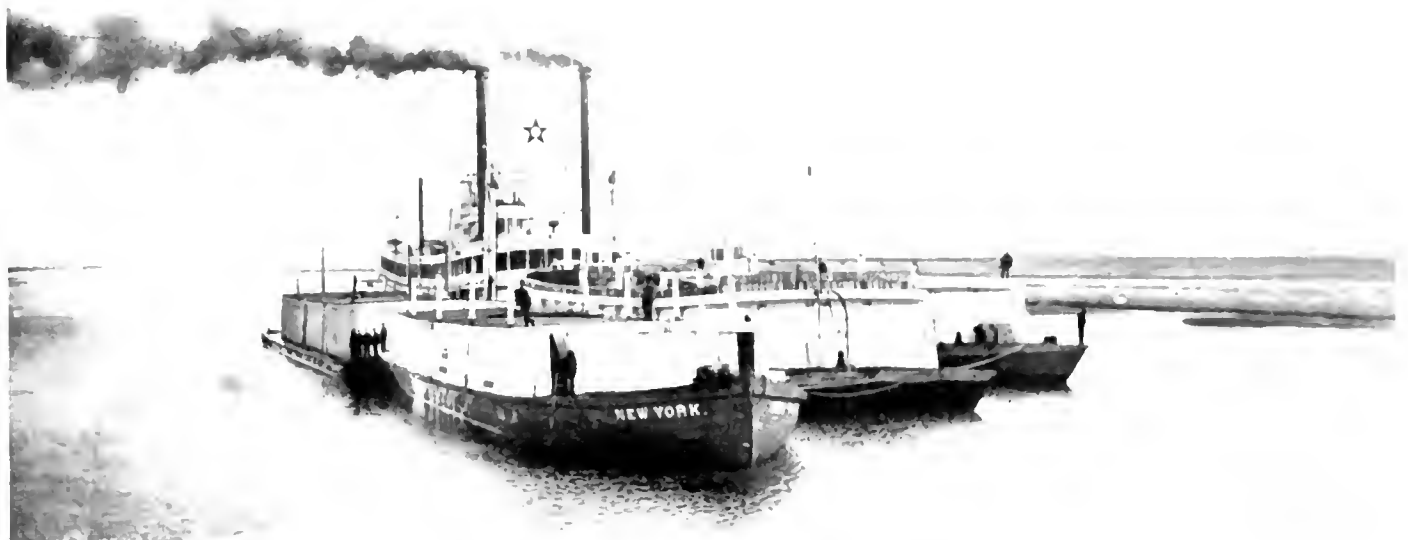


Photo by Huey.



CHENA—HOT SPRINGS—TANANA VALLEY

In the Valley Are Many Thriving Towns

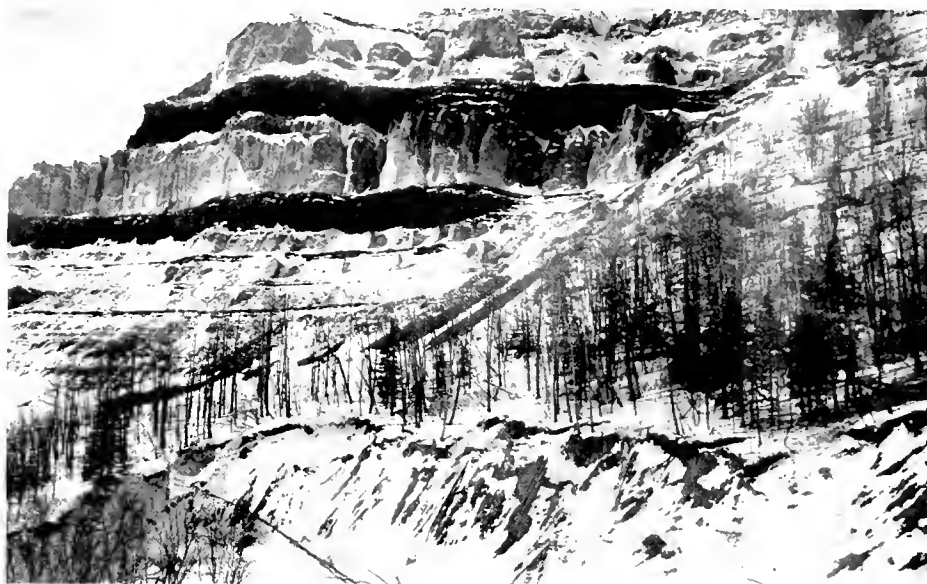


CHENA is called "the head of navigation," because it is located at a point upon the Tanana River that terminates its deep water channels and is as far up the stream as the large Yukon steamers can safely come, except

at times in the spring of the year when there is very high water. In the summer time it is a very busy place, as most of the freight for Fairbanks and other towns in that section is reloaded there onto the smaller, light-draft vessels for points further up the river. Many of the Fairbanks business houses have warehouses there and transfer their freight to the larger town, either by boat in the summer time or by freight sleds in the winter time, as they need it. The large general merchandise firm of E. W. Griffin & Co. have their warehouses and store in Chena. This is one of the largest and most active business institutions in the Tanana Valley and conducts an extensive wholesale trade throughout the entire valley. They also have a branch in the Iditarod District and last season shipped a great many tons of merchandise to the new camp.

Chena has a number of other merchandise establishments, a saw mill, electric light and power plant, good hotels, schools and churches, and by reason of its location will always be a thriving town.

Hot Springs is located one hundred and fifty miles southwesterly from Fairbanks. It is the center of an active mining section, which is fast proving itself an important factor in the development of the Tanana. Because of the hot springs, that are active the year around, the climate there is a little milder at all times than the territory around it. At Hot Springs is located the famous Manley Hot Springs Hotel, which is



P. R. McGuire's Coal Fields, Tanana River, Alaska. Lodge Measurements, from 28 to 106 feet in depth.

the leading resort in all Alaska. It is the largest and best built log structure in the territory and contains finely furnished rooms, a large dancing hall, lobby and billiard rooms. Its dining room service is unsurpassed. The best of foods, including fresh meats, game, fresh vegetables, fresh milk and butter is served at table during the entire year. A farm is run in connection with the establishment and its productiveness is one of the wonders of the valley. There can also be seen many fine horses, Jersey cows, pigs, and chickens. An added attraction to the hotel are the three large concrete swimming tanks, which are always filled with fresh hot and cold mineral water. This water has a medical quality and is the mecca for people troubled with rheumatism. The hotel is electric lighted and has all the conveniences of a modern public house in the states.

The Northern Commercial Company has a branch store at Hot Springs, and there are also two other substantial mercantile firms located there.

The town of Sullivan, forty-seven miles from Hot Springs, is a progressive little town at Sullivan Creek, the best paying placer creek in that section.

Scattered throughout the Tanana Valley are a dozen other small business centers where are located mercantile houses and good hotels.

Tanana (Fort Gibbon) is at the mouth of the Tanana River and gives promise of eventually becoming one of the foremost towns in Alaska. A U. S.

military post is adjacent to Tanana and there is usually quartered there two companies of infantry.

The Tanana Valley as a whole is a wonderfully productive country, aside from its mineral wealth. The many acres of land that are under cultivation each summer gives proof that one day agriculture will be one of the main industries. Family after family that have come to the Tanana for a short sojourn are so pleased with conditions there that they are contented to settle down and call the territory home. The Tanana Valley can furnish homes for four million American citizens.

A railroad from the seaboard in Southeastern Alaska or Southern Alaska direct to the Tanana Valley would make available resources which are now untouched. The natural resources, together with the pioneer development work already accomplished by the present inhabitants of the valley, offers sufficient inducement for the investment of capital. It would cost but little more to build such a road than to build a similar road in the states.



Water Front, Chena, Alaska.



Barracks, Fort Gibbon, Tanana.



ALASKA COMMERCE

The Largest Trade Proportion to Its Population of Any Section of Country in the World



ALASKA'S phenomenal commercial development within the past decade exemplifies what can be accomplished when a country rich in resources is opened up by energetic and imaginative settlers. Alaska since its purchase by the States has contributed to the public wealth products worth considerably in excess of \$300,000,000. In proportion to its population, the territory has a commerce more extensive than that of any other country in the world. It is self-sustaining in that it produces more than it buys. Alaska's imports from the United States amount to more than twice as much as the amount imported by the Philippines.

Alaska's total commerce for 1909 aggregated \$60,319,786, between \$7,000,000 and \$8,000,000 in excess of the previous year's trade. The value of domestic merchandise shipped out of Alaska to the United States was over \$1,000,000 greater than that of 1908.

Merchandise from the United States imported into Alaska during the past year was valued at \$18,923,887, an increase of \$3,000,000 over the imports of the previous year. Foreign imports of merchandise were valued at \$603,086. Gold and silver imported from foreign points amounted to \$4,023,791, making total importations of \$23,552,764 compared with \$18,155,393 during 1908 and \$21,624,075 in 1907.

Alaska's merchandise exports for 1909, exclusive of gold and silver, reached a total of \$14,136,223. Of this amount the United States received the bulk, its proportion being over twenty times as much as that sent to foreign ports, the former amounting to \$13,533,137, as against \$12,255,137 for 1908 and \$10,770,381 for 1907, while the latter only reached \$603,086 against \$857,675 for 1908 and \$2,128,157 in 1907. Domestic gold and silver exported to the United States totaled \$18,044,535 compared with \$16,774,127 for 1908 and \$18,471,451 for 1907. Foreign gold and silver exported to the States aggregated \$3,845,705. This brings the total exports of Alaska to the sum of \$36,767,022 compared with

\$34,200,727 for 1908 and \$32,234,184 for 1907.

In the order of their value, gold, fish and furs were the three largest of the principal commodities exported; gold totaling \$18,278,962, salmon \$10,424,811, and furs reaching \$758,160.

During the past year a total of 736 vessels entered Alaskan ports; of this number 418 came from the United States and 318 were foreign boats. Within the same period 676 vessels cleared from these same ports, the proportion being 414 domestic boats and 262 foreign. The gross tonnage of these ships amounted to 615,096 tons for those entering, and 561,369 for the vessels leaving port.

Increased shipping facilities has been largely responsible for the marvelous development of the territory's commerce with the outside world. When it is borne in mind that Alaska's white population is only 50,000, and that these men in the production of wealth and the establishment of industries in the northern domain work under decided handicaps and discouragements, the figures expressing the commercial growth of the territory establish a remarkable record in frontier development.

Shipments of merchandise from the United States show an increase in every section except Southeastern Alaska as compared with those of 1908, the total increase amounting to nearly \$4,000,000. The following table shows the value of the merchandise shipped from the United States to the different divisions during 1909:

	1907	1908	1909
Southeastern Alaska	\$1,818,191	\$1,712,111	\$1,119,661
Southern Alaska	1,566,920	3,731,914	1,551,136
Bellevue Sound	1,296,943	3,317,571	1,040,575
St. Michael and Yukon River	1,561,791	3,291,689	1,699,692
TOTALS	\$17,278,915	\$15,066,318	\$18,923,887

Merchandise valued at \$1,287,170, or about one-fourth of the total shipped to Southeastern Alaska from the United States during the year, went to Treadwell. Juneau shipments were second in that district, valued at \$658,768, and Ketchikan third with \$429,170. Shipments to Cordova aggregated \$3,006,

789, against shipments valued at \$1,305,168 the previous year. Valdez shipments aggregated \$918,372. The Nome business led the Bering Sea division, being valued at \$1,701,623; Bristol Bay was second with \$1,567,655. Shipments of merchandise to Fairbanks were valued at \$2,305,993, and to St. Michael \$1,003,346.

The following table shows the value of the domestic merchandise, gold and silver exported to the United States for the last three years:

	1907	1908	1909
Copper, ore and matte	\$ 786,111	\$ 302,418	\$ 203,661
Fish			
Fresh, other than salmon	172,364	21,754	242,460
Canned, other than salmon	208,464	164,962	166,374
All other salmon	1,721,749	9,283,962	16,421,811
All other fish and game	16,957	148,367	166,722
Fish and game	21,195	12,157	51,242
Whale oil	1,6610	9,389	111,622
Furs	591,275	188,718	758,160
Gypsum	72,966	81,924	111,595
Marble	28,161	69,256	45,982
Tin ore and copper			
Tin ore	1,212	7,067	8,300
Wholesale	137,949	191,062	116,770
Other merchandise	697,027	674,848	590,860
Gold and silver	16,344,124	18,044,633	18,278,962
TOTALS	\$27,541,508	\$16,296,638	\$31,686,112

Alaska has become one of the greatest gold producing regions in North America, and its fisheries are among the most important in the world. Alaska will soon be known as a great copper country and also as the region that contains the reserve supply of coal for the United States. The value of the annual products of Alaska is now more than \$30,000,000. The value of the annual gold product is \$20,000,000, and the astonishing part of this fact is that the number of persons actually engaged in gold mining is only about 10,000. While towns have sprung up in every part of Alaska where gold has been discovered, and many of these towns have grown to the dignity of incorporated cities, the development of Alaska's resources and the individual activity in Alaska are so great that they are out of proportion to the increase in population during the past ten years. The value of the gold mined in Alaska per capita of the men engaged in the work is very much greater than in any other mining region of the world.

THE INNOKO AND IDITAROD DISTRICTS

Two of the Territory's Newest Mining Camps

T

he Innoko River is about 500 miles long and with its tributaries drains the larger part of an extensive area that lies between the central lower courses of Yukon and Kuskokwim Rivers. Its basin occupies a depression lying between the Kaiy-kuh Mountains on the northwest and the Kuskokwim Mountains on the southeast, these ranges separating it from the drainage of Yukon and Kuskokwim rivers, respectively. The Innoko is tributary to the Yukon from the east, joining it about 380 miles from Bering Sea.

The Innoko mining camps, of which Ophir City is the principal settlement, are at the head waters of the Innoko River, 430 miles by water from Anyik, the nearest town upon the Yukon, and 840 miles from the port of St. Michael, at the mouth of the Yukon River.

Distances by the winter routes from the lower Yukon to the Innoko are much shorter than by the summer water routes. The wide extent of flat, swampy country of the lower Innoko Valley is then frozen over, so that more direct courses may be followed from one place to another. It is about 57 miles from Kaltag, a point on the Yukon above Anyik, to Dishkakut, a settlement on the Innoko below Ophir, and about 55 miles

from Dishkakut to Ophir, or 112 miles altogether.

Another winter route to the Innoko leaves Yukon River at a trading station called Lewis and strikes almost directly across country, a distance of 100 miles, to Ophir City. This is the shortest route from the Tanana District.

The producing creeks are Gaines, Little, Ophir and Yankee. The camps have a population of about 500 people and last season's gold output amounted to about \$250,000. The diggings are very shallow, the depth to bed rock being only 14 to 20 feet. If it was not for the high cost of transportation of freight to the camp, it would be an ideal "poor man's digging." Freight rates from points on the Innoko River, where the steamboats may be able to land it at Ophir by means of man-propelled boats, varies from 10 to 20 cents a pound, according to the distance it must be carried. At present it costs from \$280 to \$480 a ton for freight charges alone to have supplies brought to the Innoko diggings from the larger centers of supply on the Yukon. Most of the supplies have heretofore been shipped from Fairbanks, but during the coming season it is expected that freight will be brought in from the states, either by way of St. Michael or the Kuskokwim route, which will greatly lower the prices of supplies.

The Iditarod.

The Haiditarod or Iditarod is a tributary of the Innoko, which rises on the northwest side of the Kuskokwim Mountains and flows into the lower Innoko about 40 miles above Shageluk Slough. Shageluk Slough is a small arm of the Yukon and is the connecting link between the Innoko River and the Yukon.

The Iditarod is navigable for a considerable distance by stern-wheel steamboats. The mining camp is about 200 miles from the mouth of the river. There has not yet been sufficient work done on the placer ground in the district to justify a prediction as to its future. Many contradictory reports have been made regarding the camp, but the indications are that it will rival Ophir. Some 500 miners wintered there this last winter and many people are contemplating going there as soon as navigation is open.

The entire country lying between the sea coast, the Yukon and Kuskokwim rivers contains a great deal of placer ground and it is an excellent field for the prospector.



Ophir City, Innoko District.



The New Iditarod Mining Camp.



Camp, Iditarod.



Steamer Tana Landing, Iditarod.



Stampedeers Arriving, Iditarod



ALASKA'S POSTAL SERVICE

How the People of Alaska Receive Their Mail

By John P. Clum, Former Postal Inspector of Alaska



THE fact that suitable mail facilities are essential to the proper development of a new country is a foregone conclusion. These facilities should follow close upon the heels of the pioneer and the prospector.

In any discussion of the mail facilities in Alaska it is important that we should not lose sight of the fact that this service is now only eleven years old. At the time of my first trip down the Yukon, in 1898, only two postoffices had been established between Dawson and the Bering Straits. These were Circle and St. Michael, and, in fact, only one of these was in full operation. Venerable Jack McQuesten, the "Father of the Yukon," was the only real live postmaster within the vast area north of the Pacific coast line.

Up to that time there had been no regular mail service on the Yukon.

About the middle of August the same year the little steamed Dora sailed into the harbor of Valdez and I proceeded at once to establish a postoffice at that point. At that time it was not even imagined that within a decade Valdez would be the great port of entry for all winter mails, as well as for travelers and freight for interior points.

An action of the greatest importance to the residents of Alaska was the adoption by the postoffice department in 1908 of the trail from Valdez to Nome as the trunk line for the transportation and distribution of winter mails. A most excellent service is now operated three times a week between Valdez and Fairbanks, and a weekly service between the latter office and Nome. The quantity of mail transported over this route in 1908 was more than double the quantity carried in 1907, and there is every reason for believing that this quantity will be increased as the trail is improved and the country developed.

Horses are utilized all the way from

Valdez to Tanana on the Yukon, a distance of 500 miles. At Tanana the faithful dogs take up the burden and convey the precious letters to those located in the remote camps to the north and west.

There are seven postoffices in Alaska located north of the Arctic Circle. These are Circle, Coldfoot, Nolan, Bettles, Kotzebue, Shungnak and Barrow. All of these offices receive a monthly mail during the winter, with the exception of Barrow.

The postoffice at Wales occupies the westernmost limit of the American mainland, while Barrow, at Point Barrow, is the farthest north postoffice in the world. Here is an Alaskan postoffice holding a world's record. Formerly the residents of Point Barrow had the habit of receiving but one mail a year, which arrived with the annual cruise of the revenue cutter. Four years ago a winter service was established with two round trips from Kotzebue, so that now the Barrow office receives three mails a year, and the patrons are much pleased over their consequent close touch with so-called civilization.

In the spring of 1899 a friend in Seattle telegraphed me at Washington that he was going to the new camp on the north coast of the Bering sea, and thought they should have a postoffice. I immediately sent him a bond, and as soon as this had been executed the postmaster at Seattle was instructed by wire to supply the new postmaster with \$500 worth of stamps. Thus was the postoffice at Nome placed in operation upon the arrival of the first steamer at that port in the spring of 1899. The following summer this office served a population of from 25,000 to 30,000 argonauts.

Nome holds three special records in the United States service. On July 23, 1900, the money orders sold aggregated \$9,300, and the amount of orders paid was \$4,602, making a grand total of \$13,902 for the day's business. This is the largest money order business ever transacted by a fourth-class office in a single day.

I was in charge of the service there that summer as an inspector, and for about two months operated a city free

delivery with two regular carriers in uniform. That established a second record for the Nome office. In the summer of 1902 I installed a most popular rural free delivery service to the creeks adjacent to Nome thus creating another unique feature in Alaskan postal affairs.

Alaskan service involves a maximum of expense and a minimum of revenue to the department. The transportation of the Alaskan mails is now costing the government between \$600,000 and \$700,000 annually. That is a tidy sum. The revenues from the sale of stamps and box rents in Alaska aggregate a considerable amount, but the greater portion of these revenues are disbursed for clerk hire, office rent and salaries of postmasters. Valdez, Juneau, Skagway, Fairbanks and Nome are about the only offices returning considerable surplus revenue to the department, and this surplus revenue probably is not over \$20,000 annually. Therefore, the postoffice department has been exceedingly generous with Alaska when considered on a basis of receipts and expenditures.

The future of Alaska's postal service is an important matter. No one denies the fact. What Alaska needs and should strive for in connection with her postal service is the granting of unusual methods to meet the emergencies of her unusual conditions.

The postmasters of Montana recently held a convention at Butte which was attended by the Postmaster General. At this convention a United States senator stated that in view of the enormous proportions attained by our national postal service it would doubtless soon be necessary to establish postal divisions throughout the country, with an assistant or deputy postmaster general in charge of each such division. *There is urgent need for the immediate application of this plan to the Alaskan postal service,* and I have reason to believe that the present administration would favor it. *The greatness of Alaska, the unusual conditions and her important development demand it, and the increasing value of her agricultural productions justify it.*





TANANA PLACER MINING

(Continued from Page 41)

recent discovery. The pay here is apparently of much greater value than in the other creeks of this district, and great interest by the miners of the Tanana Valley was taken in this creek during last season. Claims and interest in claims on this creek were sold at good prices. As a result of this discovery Hot Springs has become a town of several hundred people. The indications are that the Hot Springs District will be second in importance only to Fairbanks. The pay streak in Sullivan Creek is not so deep as most of the pay streaks in the Fairbanks District. The pay in Glen and Eureka Creeks will be extracted by hydraulic methods. Between the mining centers of Fairbanks and the Hot Springs there is 100 miles of comparatively unprospected ground.

In the Kantishna Mining District at the base of Mt. McKinley, some rich shallow placers were found two years ago. They were quickly exhausted and no effort has since been made to find pay at greater depth.

The Bonfield and Tatalinka Districts, about fifty miles southeast of Fairbanks, comprise a vast area of placer ground about which comparatively little is known. Some prospecting and mining have been done here, enough to ascertain the existence of large deposits of low-grade gravel.

In the Tenderfoot District, about seventy-five miles southeast of Fairbanks, there are several producing creeks. This district has already yielded more than \$1,000,000, possibly \$2,000,000, of gold. These are the different regions of the Tanana Valley from which gold has been taken, but these regions of the valley do not comprise by any means all the auriferous ground. In the southwestern part of the Tanana Valley, in the foothills of the Alaska Range, there are some of the most extensive gravel terraces in Alaska. But very little is known about this region.

There is a great deal of ground in this part of Alaska that can be mined by hydraulicking. There is a great field here for dredges. Almost everywhere bedrock conditions are favorable for this kind of mining. The only obstacle to this method is the frozen ground, but the great value of most of the gravel deposits in frozen ground will warrant the expense of thawing the ground ahead of the dredge. There are streams in the Tanana Valley which are known to contain gold, but which cannot be mined by present methods because the ground is thawed and water prevents operations. This kind of ground presents the most favorable conditions for dredge mining.

There are too many good opportunities in this region for profitable dredge mining to pass unnoticed, and within a few years, without doubt, a number of dredges will help to swell the increasing gold product of the Tanana Valley.

ASSAYER'S STANDPOINT

(Continued from Page 43)

derful showing for surface rock. About six feet of the 30 is a much richer ore and pieces after roasting show almost solid copper. It is claimed by Mr. A. H. Cook, who brought back samples, that the ledge can be traced for a long distance. This isn't the only occurrence of copper in the district as assays on croppings elsewhere have yielded from 5-10 per cent. to 3.5 per cent. copper. In this ore there is considerable silver but usually only a trace of gold.

Of the rarer minerals tin and tungsten are by far the most important. Placer tin has been found in commercial quantities that shows as high as 60 per cent. tin, while it is claimed that the formation supplying these placers has been located. The ore is Cassiterite of varying purity.

The predominant tungsten mineral in this district seems to be Scheelite. Although Tungsten is used to a considerable extent in incandescent lamps, by far the greater amount is used in making a high-grade steel. Tungsten steel ranks above all others, but Vanadium, and is valuable in proportion. That the mineral Scheelite occurs very generally in the district is shown by its occurrence in placer sands and although the location is not to be made public for the present, at least one ledge carrying Scheelite has been discovered and samples will be shipped to the outside. Two creeks in the district carry such a large percentage of Scheelite in the placer sands that it is more than likely the sources of the supply will make a commercial ore body.

Considering briefly the difficulty of prospecting and the desultory attempts so far indulged in to develop properties, this district has made a wonderful showing. Lack of development was not due to underestimation of properties, but rather from lack of funds. The ever-present high price of powder works a hardship on the prospector and many good prospects are now lying idle for this reason. It will not be a matter of many years, however, before the Fairbanks district will be ranked among the top-notchers.

MINOOK CREEK

A New Dredging Company to Operate in Rampart District

MINOOK CREEK, in the Rampart district, is to be made to yield up its untold wealth to the commerce of the world. The Rampart district is one of the oldest in Alaska in point of gold production, and Minook Creek and its tributaries have already contributed several millions to Alaska's gold output. But the primitive and expensive mode of mining with pick and shovel is to give way to modern methods, and gold dredging machinery of the latest type is to be used to extract the hidden wealth of Minook Creek.

The property to be opened up extends for a distance of six miles up Minook Creek from the mouth, and embraces more than 1,500 acres. This area contains millions and millions of cubic yards of gravel which has long been known to be rich in placer gold, but which, owing to the low, flat bedrock, can be successfully worked only with dredging machinery. The depth to bedrock on the property runs from 10 to 25 feet, but the richest values are to be found in the first five feet above bedrock.

Minook Creek empties into the mighty Yukon, and machinery can be unloaded from the river boats directly on the ground, thus prohibitive freight rates for overland hauls are avoided. An abundance of wood furnishes a cheap fuel supply, and in fact all conditions seem to be ideal for gold dredging. The ground is within one mile of the town of Rampart, where is located a government telegraph station affording direct communication to the states, as well as a postoffice, recording office, hotels, stores, etc.

When making mining investments successful people entertain only bona fide propositions in which they can be convinced there is a minimum of risk and speculation and a maximum assurance of big and regular profits. The opportunity for such an investment is rarely offered, even during this development period of the wonderful mineral resources of Alaska. There are chances every day to put money into the development of prospects and unknown ground, but fortunate indeed is the investor who has an opportunity to get in on the ground floor in a proposition which is absolutely known and proven, such as Minook Creek.

A company known as the Minook Gold Dredging Company has recently been formed for the purpose of developing this Minook Creek property. The claims are not, as is too often the case, held on leases or options, but the property is all owned by the company, having been acquired by original location and purchase. To complete the capital necessary for installing dredging machinery on its ground with the opening of navigation in the spring, the company is offering a limited amount of its stock to investors who wish to get large returns for their money and yet who do not wish to enter the field of wild speculation. The company has temporary offices at 611 Marion Bldg., Seattle, where full information and all details may be obtained.



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SOUTHEASTERN ALASKA ROUTE

Seattle to Ketchikan, Metlakatla, Wrangel, Douglas, Treadwell, Juneau, Haines, Skagway, Sitka and all South-eastern Alaska points. This route is open to navigation during the entire year. Steamers sail from Seattle during the Winter months about every 12 days, and during Spring, Summer and Fall, about every 5 or 6 days. Connections at Skagway with the White Pass and Yukon Route for Dawson—during the Summer by rail and river steamers, and during the Winter by rail and stage. This is the greatest Summer Excursion route in the world. See below.

SOUTHWESTERN ALASKA ROUTE

Seattle to Cordova, Valdez, Ellamar, Latouche and Seward. This route is also open during the entire year. Large, first-class ocean steamers, such as the "Yucatan," "Northwestern" and "Victoria," sail from Seattle regularly at 10 a. m. on the 1st, 8th, 16th and 24th of each month, traveling by the "inside" route. Connections at Cordova with Copper River & Northwestern Ry.; at Valdez with Orr Stage Line; at Valdez with Steamer "Dora" for Unalaska and way ports; at Seward with Alaska Central Ry.

WINTER ROUTE TO FAIRBANKS

This is the only Winter route to Fairbanks and other interior points in Alaska. During the Winter months the Ed. S. Orr Stage Co. operate mail and passenger stages, leaving Valdez and Fairbanks three times a week, and making the trip in about 8 days. From Fairbanks the entire Tanana goldfield is accessible, as well as the newly-discovered Iditarod camp. The Winter mails for the interior and Seward Peninsula are carried by this route.

NOME ROUTE

On this route navigation opens about June 1st, and during the season of navigation, closing about October 10th, steamers sail regularly and frequently for Nome and St. Michael, connecting at Nome with local steamers for all Alaska Peninsula points and at St. Michael (until the sailing from Seattle of about Aug. 25th) with Northern Navigation Co. river line of steamers for all Yukon, Koyukuk, Tanana and Innoko river points, including the Iditarod. This is the Summer route to the Iditarod.

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During the Summer season the ALASKA STEAMSHIP CO. operates excursion steamers on special excursion schedules, making tours of Southeastern and Southwestern Alaska, and in connection with the W. P. & Y. Rte. and Yukon River lines, offers excursions to Athol and Dawson and down the Yukon river to St. Michael and Nome, returning to Seattle by ocean. A trip to wonderful Alaska is the most attractive and pleasing vacation excursion trip that can be planned. Ask us

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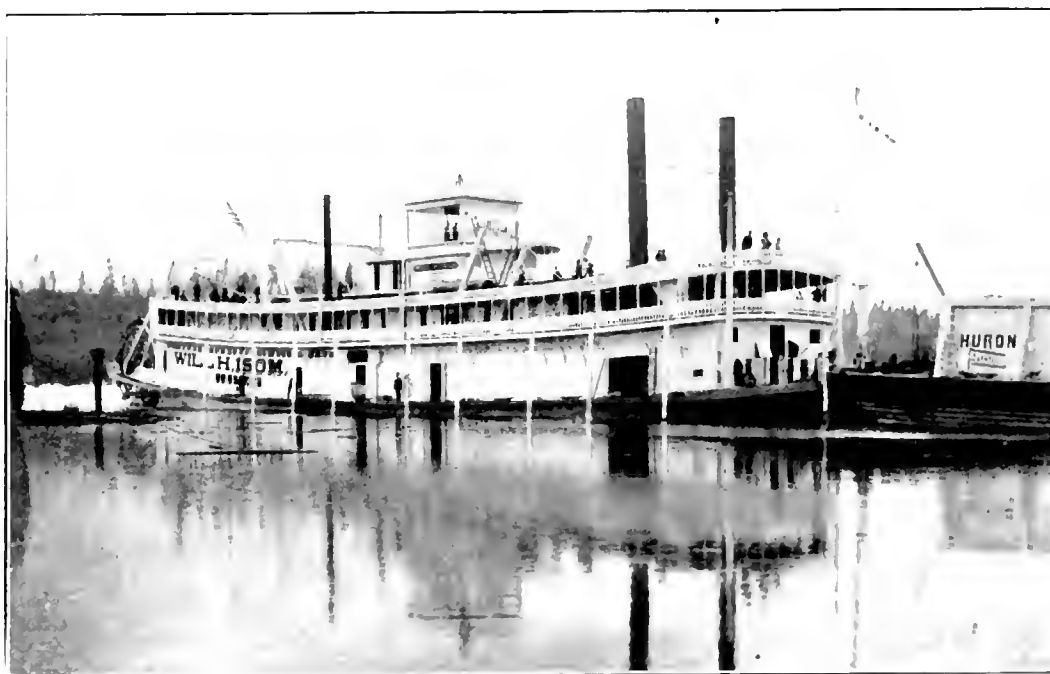
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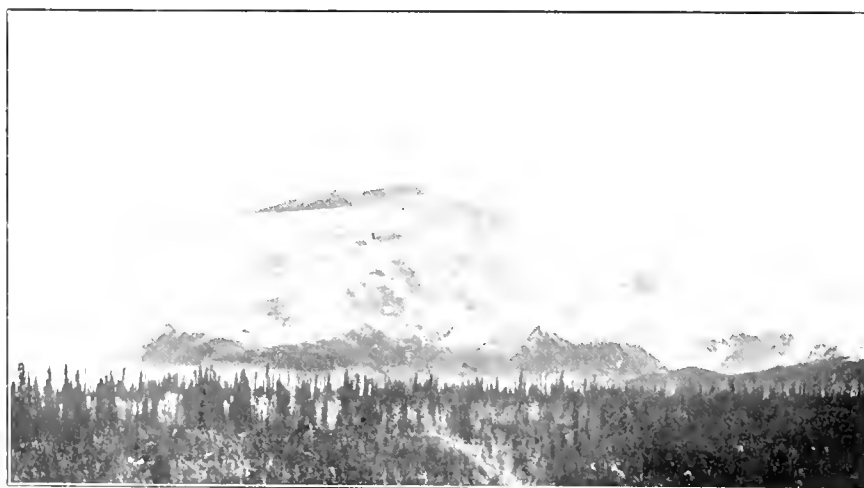
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This is a photograph of the Motor Boat we have just purchased to be used upon the inland water of Alaska during the coming summer by our Special Photographer for the purpose of gathering photographs for The Alaska Bulletin and the Annual All-Alaska Pictorial Review.

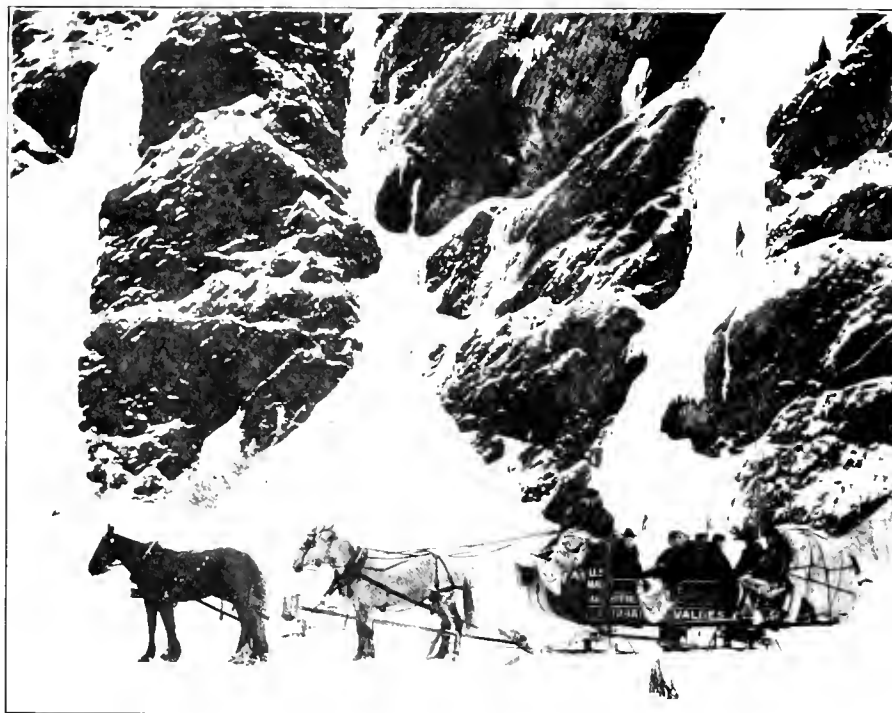
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From Valdez the Government has constructed and maintains a road across the coast range of mountains into the interior of Alaska,—the valley of the great Yukon and its tributaries—over which stages carrying U. S. mail and passengers, operate during the winter season on regular schedules between Valdez and Fairbanks. These stages are operated by Ed. S. Orr & Co., in close connection with steamers sailing from Seattle for Valdez. Stages are also operated between Fairbanks and Fort Gibbon (also named Tanana) at the confluence of the Tanana and Yukon Rivers.

During the past several years hundreds of people have traveled from Seattle to Fairbanks by steamers to Valdez, and thence by stage line. During the past two years the Alaska Road Commission has expended near the sum of \$100,000.00 in improving the conditions of the Valdez-Fairbanks trail, which, together with the much improved roadhouse service from year to year, renders the trip overland one of pleasure rather than hardship. The U. S. Mails for Fairbanks and Nome and, in fact, the whole of the interior of Alaska are now sent over the Valdez Route during the winter season. Until last winter there had been a twice-a-week mail service between Valdez and Fairbanks, under contract with the Northern Commercial Co., which contract has recently been increased by an additional amount of 18,000 pounds of mail matter, which necessitates a tri-weekly service during the present winter, beginning about the 24th of November.



THE VALDEZ-FAIRBANKS TRAIL



STAGE OF THE ED. S. ORR STAGE CO. IN FRONT OF THEIR OFFICE IN VALDEZ, READY TO START FOR FAIRBANKS, A DISTANCE OF 364 MILES, WHICH IS USUALLY MADE IN EIGHT DAYS.

In connection with this mail service, Ed. S. Orr & Co. maintain a fully equipped stage line for the accommodation of express and passengers. This is the fourth season of the Orr Stage Service, and those who traveled over the trail between Valdez and Fairbanks during the last three seasons can testify as to the excellence of that service. The stages will connect with steamers at Valdez, making the trip from Valdez to Fairbanks in about eight days. Comfortable roadhouses are located about every twenty miles along the route, where horses are relayed, and meals and sleeping accommodations may be secured by travelers. There are a number of U. S. telegraph stations located along the trail, thus making it possible for patrons of the line to keep fully informed in regard to current events, either in Alaska or the outside

world. The stages operated on this route have accommodations for nine passengers and the driver, and are the regular wide-bed, upholstered bobsled, well-known to the upper Yukon travelers. The trail is in the best condition for traveling during the months of January, February and March. Beginning about November 24th stages will leave Valdez on Monday, Thursday and Saturday of each week, and oftener when occasion demands. Passengers booking through to Fairbanks in Seattle will have their accommodations reserved on the stage line in advance, which will often save delay at the point of transfer. The passenger rate by stage from Valdez to Fairbanks will be \$150.00, which will include the free carriage of 25 lbs. of hand baggage; the roadhouses' expenses, however, must be borne by the passenger.

For further information address the

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VALDEZ, ALASKA



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The
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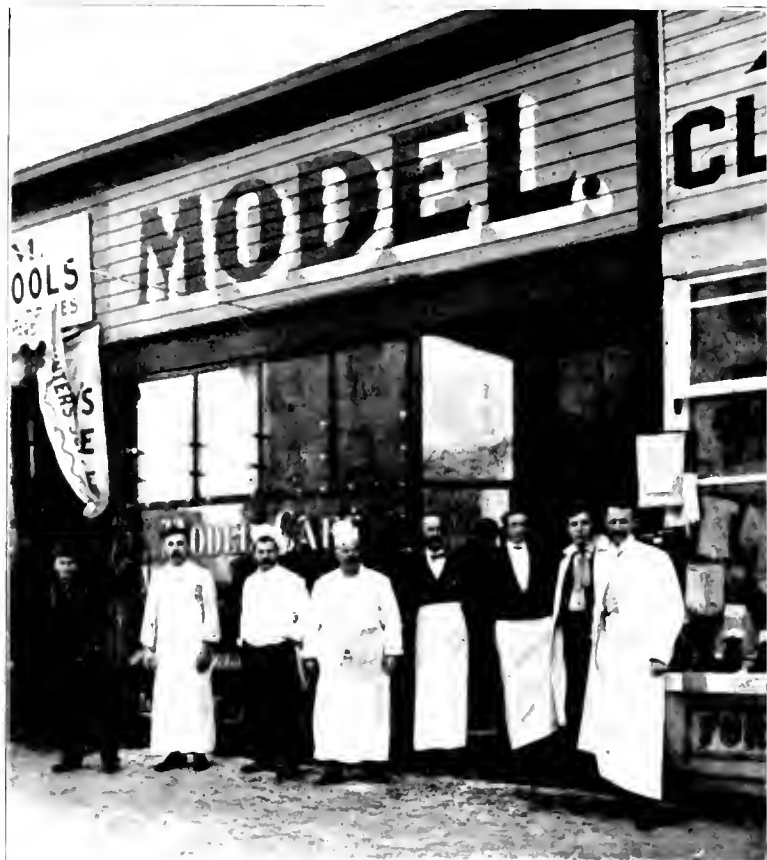
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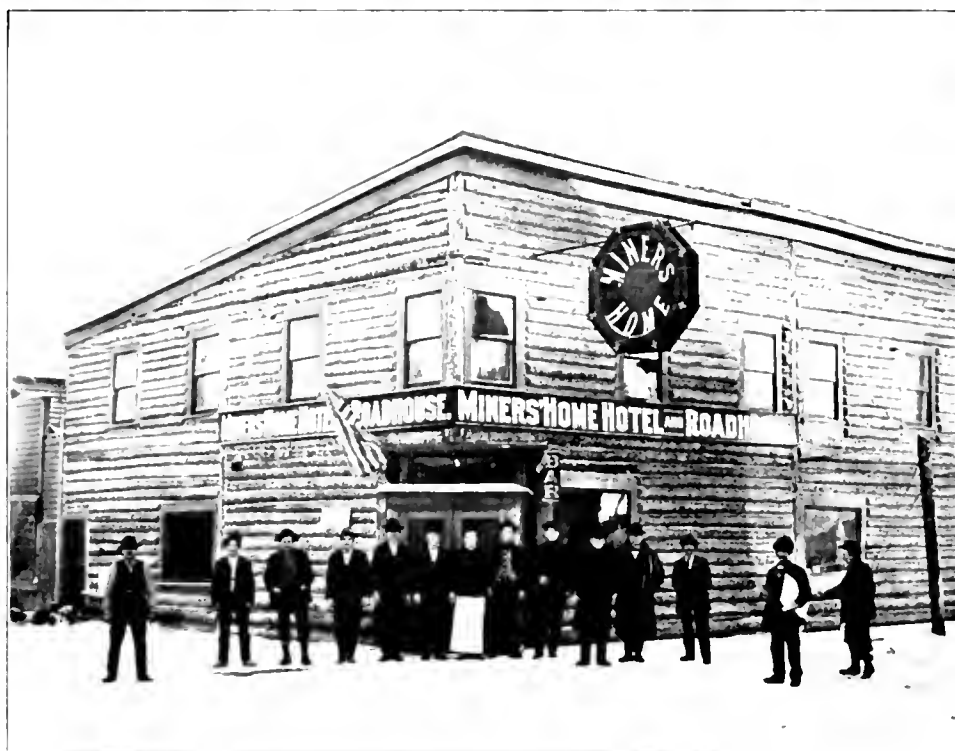
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Alaska Territorial Club

L. D. FLYNN, President
E. E. RITCHIE, Vice-
CHAS. G. GANTY, Sec'y

— VALDEZ, ALASKA —

THE ALASKA TERRITORIAL CLUB was organized at Valdez in November, 1900, with a present membership of nearly 600 in Valdez alone, and similar clubs with the same name and for the same purpose are being organized in other towns throughout the Territory.

The object of the Club is to crystallize the almost unanimous sentiment of home-biding residents of Alaska in favor of a territorial form of government, and organize it into an active working force to promote the object its name indicates.

The Alaska Territorial Club proposes, through its organization and membership, to undertake to induce members of Congress from all the states to vote for the creation of a territorial form of government for Alaska. This will be done by direct correspondence with Senators and Representatives and by securing the publication in newspapers of the states of articles in support of that object. The Club is organized to obtain concerted and united action through the same channels and by identical methods.

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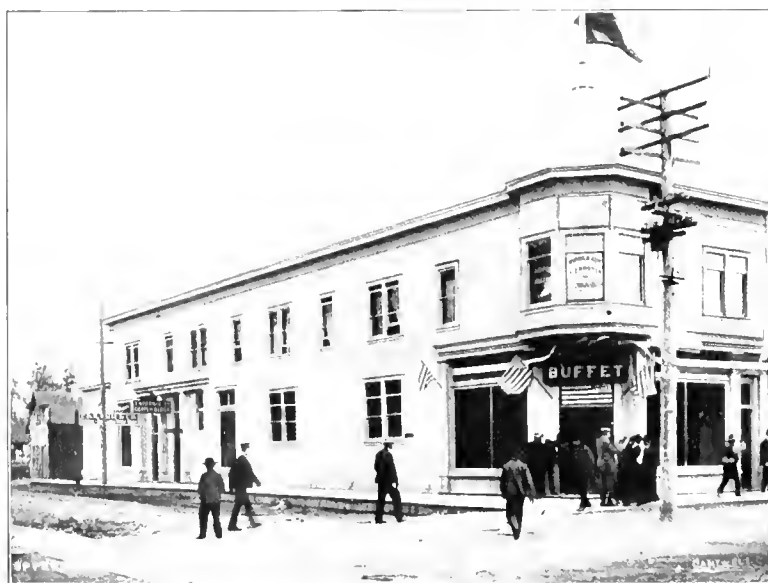
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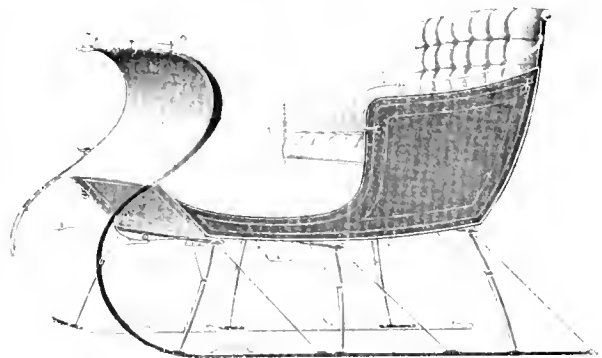
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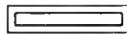
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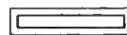
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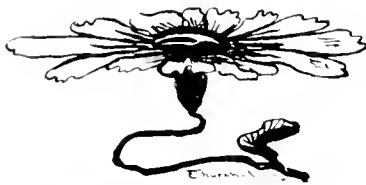
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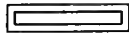
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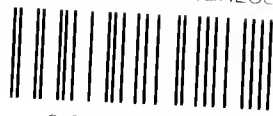
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